



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

December 7, 2009

Robert K. McCleary
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

RE: SWAT Meeting Summary Report for December 2009

Dear Mr. McCleary:

At the **December 7, 2009** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

Appoint SWAT Chair and Vice Chair for 2010: The Committee took action to appoint the Danville SWAT representative Chair, and the Orinda SWAT representative Vice Chair, of SWAT for 2010. 2010 SWAT meetings will be held in Danville at the Town Offices, located at 510 La Gonda Way, Danville.

Adopt the Final 2009 Tri-Valley Transportation Plan/Action Plan and 2009 Lamorinda Action Plan for Routes of Regional Significance: The Committee took action to adopt the 2009 Tri-Valley Transportation Plan/Action Plan and 2009 Lamorinda Action Plan.

The next SWAT meeting is tentatively scheduled for Monday, January 4, 2009 at the Danville Town Offices, Large Conference Room, 510 La Gonda Way, Danville. Please contact me at (925) 314-3384 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Dillard".

Andy Dillard
SWAT Administrative Staff

Cc: SWAT and SWAT TAC
TRANSPLAN, c/o John Cunningham, 651 Pine St, 4th Floor - North Wing, Martinez, CA 94553
WCCTAC, Christina Atienza, 13831 San Pablo Avenue, CA 94806
TRANSPAC, Barbara Neustadter, 2300 Contra Costa Blvd. Suite 360, Pleasant Hill, CA 94523
CCTA, Danice Rosenbohm, 3478 Buskirk Avenue, Suite 100, Pleasant Hill, CA 94523
CCTA, Martin Engelmann, 3478 Buskirk Avenue, Suite 100, Pleasant Hill, CA 94523

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

February 1, 2010

Hercules

Mr. Paul Maxwell, Interim Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

RE: WCCTAC Meeting Summary

Pinole

Dear Mr. Maxwell:

At its January 29, 2010 meeting, the WCCTAC Board took the following actions that may be of interest to the Authority:

Richmond

- 1) Re-elected Maria Viramontes as Chair, Roy Swearingen as Vice-Chair, and Janet Abelson as CCTA even-year representative.
- 2) Formed ad hoc subcommittees to develop as appropriate a West County position on CCTA's proposed Guiding Principles for SB 375 Implementation, and to guide the development of an Agency Strategic Plan and an update to the Subregional Transportation Mitigation Fee Program (STMP) Strategic Plan.

San Pablo

3) Received an update on WCCTAC and CCTA staff's efforts to provide assistance to Richmond in their efforts to reduce the City's General Fund subsidy to their paratransit program, which in part is funded with Measure J.

Contra Costa
County

4) Received a presentation from Caltrans on construction and detour plans for the I-80 eastbound HOV lane.

5) Received a presentation and approved comments on the proposed recommendations under the SR 4 Corridor System Management Plan, including identification of the need to further study transit expansion alternatives, the impacts on local streets of the proposed strategies, and cooperative funding strategies for major projects.

AC Transit


6) Received a presentation and approved comments on the proposed Measure J General Plan Amendment Review Process.

BART

7) Approved preparation of a Caltrans Transportation Planning Grant application for the West County Community-Based Transportation Plan; and authorized staff to request from CCTA the allocation of Measure J Program 28b, West County's Subregional Transportation Needs, in the amount of \$18,750 to fulfill local match requirements for the grant application. The CBTP will define sub-regional transportation needs and strategies for strengthening transportation-land use coordination within the sub-region by knitting together various general, specific, and priority development area plans. The study would also conceptually consider wBART and other major transportation expansion projects.

WestCAT

Sincerely,



Christina M. Atienza
Executive Director

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPLAN;
Andy Dillard, SWAT

13831 San Pablo Avenue, San Pablo, CA 94806
Ph: 510.215.3035 ~ Fx: 510.237.7059 ~ www.wcctac.org

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

December 14, 2009

Hercules

Mr. Robert McCleary, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Pinole

RE: WCCTAC Meeting Summary

Dear Mr. McCleary:

At its December 11 meeting, the WCCTAC Board took the following actions that may be of interest to the Authority:

Richmond

1) Approved, as part of the consent calendar:

a. Receipt of staff's report on the I-80 Integrated Corridor Mobility subcommittee meeting held on November 20;

b. Receipt of staff's report on the adoption of the Measure J 2009 Strategic Plan;

San Pablo

c. Receipt of staff's report on CCTA's new mission, vision, and values statements; and,

d. Appointment of Mr. Edric Kwan to CCTA's Technical Coordinating Committee to take the place of Mr. Rich Davidson, who is retiring this year.

2) Received a presentation on the proposed Richmond Ultra Light Rail Transit (ULRT) demonstration project.

Contra Costa
County

3) Received an update on the implementation of the Measure J Student Bus Pass Program in West Contra Costa Unified School District's jurisdiction.

4) Approved a three-year, \$5,000 per year contribution, from West County's share of Measure J Commute Alternatives Program funds to County Connection, to help defray the maintenance costs of the Pacheco Transit Hub.

AC Transit

5) Approved an offer of assistance to Richmond in the evaluation of alternatives to restructure their paratransit program to reduce the general fund subsidy to it, in order to ensure continued compliance with Measure J funding requirements, determine the impacts on the demand for East Bay Paratransit Consortium services, and to inform the Measure J-funded West County Paratransit Study.

BART

6) Commended and thanked Rich Davidson and Bob McCleary for their outstanding years of public service and wished them the best in their retirement.

WestCAT

Sincerely,



Christina M. Atienza
Executive Director

cc: WCCTAC Board; Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPLAN; Andy Dillard, SWAT

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Pleasant Hill, CA 94523 (925) 969-0841

December 22, 2009

The Honorable Maria Viramontes, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

Dear Chair Viramontes:

At its meeting on December 10, 2009, TRANSPAC took the following actions that may be of interest to the Transportation Authority.

1. Received a presentation by Tian Feng, BART Architect, on Transit Wayfinding projects at Central County BART stations.
2. Accepted the TAC's recommendation to fund \$15,000 of the \$30,000 annual maintenance cost for County Connection's Pacheco Transit Hub project with Measure J line item 28 "Subregional Transportation Needs" funds. TRANSPAC will continue to work with County Connection on the project and will review project performance and funding in five years.
3. Approved the 2009 Strategic Plan update.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Mark Ross *cp*
TRANSPAC Chair

cc: TRANSPAC Representatives
TRANSPAC TAC and staff
Don Tatzin, Chair, SWAT
Federal Glover, Chair, TRANSPLAN
Maria Viramontes, Chair, WCCTAC
Robert McCleary, Paul Maxwell, Martin Engelmann, Arielle Bourgart, Hisham Noeimi,
Danice Rosenbohm, CCTA
Christina Atienza, WCCTAC
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
Steve Wallace, City of Pleasant Hill

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County

2300 Contra Costa Boulevard, Suite 360, Pleasant Hill, CA 94523 (925) 969-0841

December 22, 2009

Mr. Tian Feng
BART District Architect
300 Lakeside Drive, LKS 16
Oakland, CA 94612

Dear Mr. Feng:

Thank you so much for a great presentation at the December TRANSPAC meeting. We appreciate the amount of effort and time that you put into making your presentation so informative. As I hope you could surmise, there is a lot of interest in the proposed station enhancements at Central Contra Costa BART stations.

Many thanks once again for making time to present BART's ideas for station improvements to TRANSPAC.

Sincerely,



Barbara Neustadter ^{CP}
TRANSPAC Manager

cc: Mark Ross, Chair
TRANSPAC Representatives
TRANSPAC TAC

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
651 Pine Street -- North Wing 4TH Floor, Martinez, CA 94553-0095

January 25, 2010

Mr. Paul F. Maxwell, Interim Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Dear Mr. Maxwell:

This correspondence reports on the actions and discussions at the TRANSPLAN Committee during their meeting on January 14, 2010.

Elect Chair and Vice-Chair for 2010: The Committee moved to elect Robert Taylor (Brentwood) Chair and Brian Kalinowski (Antioch) Vice-Chair.

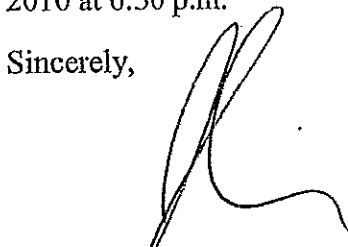
Appoint TRANSPLAN Representatives to the Contra Costa Transportation Authority (CCTA) Board: The Committee moved to appoint Jim Frazier (Oakley) to the "odd-year" seat on the CCTA Board and reappoint Robert Taylor to the "even-year" seat. The Committee will address alternates at the February 11th TRANSPLAN meeting.

Receive Report and Consider Comments on State Route 4 Corridor Systems Management Plan (CSMP): The Committee heard a report from CCTA, a consultant team, and TRANSPLAN staff on the subject plan and moved to forward comments to CCTA. The Committee expressed concern with the project packages in the plan and thought that each city council would need to consider the recommendations before any implementation took place.

Cybertran Presentation: The Committee received a report from Cybertran, an Oakland based company, on a new ultra-light rail system the company has developed.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, February 11, 2010 at 6:30 p.m.

Sincerely,



John W. Cunningham
TRANSPLAN Staff

c:

TRANSPLAN Committee
TRANSPLAN Technical Advisory Committee
A. Dillard, SWAT
B. Neustadter, TRANSPAC
C. Atienza, WCCTAC

L Bobadilla, TVTC
D. Rosenbohm CCTA
E. Smith, BART
H. Noeimi, CCTA

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I. **ACTIVE PROJECTS**

SOUTHWEST COUNTY

a. **Caldecott Tunnel Improvement Project (1001/1698)**

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: Construction of a fourth bore between Contra Costa and Alameda Counties.

Current Project Phases: Construction.

Project Status: The 4th Bore construction activities began in mid-January 2010, and a well-attended groundbreaking ceremony was held on January 20, 2010. The 4th Bore is expected to be opened to traffic in spring/summer 2013.

Construction contracts for two small projects, the Kay/Broadway Signal and SR 24/SR 13 Ramp projects were awarded to the lowest bidders in late-December 2009. Construction activities for these small contracts also began in mid-January 2010 and are expected to last up to a year.

Issues/Concerns: None.

b. **Moraga Way Rehabilitation & Improvements (1625/1625SW)**

CCTA Fund Source: Measure C

Lead Agency: City of Orinda

Project Description: The project will improve pedestrian facilities and rehabilitate the pavement on Moraga Way between Camino Encinas and the SR24 on-ramp at Bryant Way.

Current Project Phases: Design

Project Status: Authority allocated \$211,302 for project development activities in May 2009. Design is 95% complete. The Peer review was held on November 19, 2009.

Issues/Concerns: Project costs exceed available funding.

c. **I-680 /Norris Canyon Carpool/Bus Ramps (8003) - *No changes from last month.***

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: To provide direct HOV connector ramps from/to I-680 at Norris Canyon Road.

Current Project Phase: Project Study Report (PSR).

Project Status: Caltrans and FHWA have provided comments on the final draft PSR. CH2M Hill is currently preparing the final PSR and response to comments.

Issues/Areas of Concern: The project team is working with Caltrans to confirm coordination necessary with FHWA in finalizing the PSR.

CENTRAL COUNTY

d. Alhambra Avenue Widening (1203)

CCTA Fund Source: Measure C

Lead Agency: City of Martinez

Project Description: The second phase of the project will install additional lanes, traffic signals and soundwalls at major intersections on Alhambra Avenue from MacAlvey to SR4.

Current Project Phase: Complete.

Project Status: Construction is complete. The City decided to complete the slope grading behind a retaining wall in a subsequent project.

City Council is tentatively scheduled to accept project in February 2010.

Issues/Areas of Concern: None.

e. Commerce Avenue Extension (1214)

CCTA Fund Source: Measure C

Lead Agency: Concord

Project Description: The project will extend Commerce Avenue between Pine Creek and Waterworld Parkway and will rehabilitate the pavement section between Concord Avenue and its end near the cul de sac.

Current Project Phase: Design & Right of Way (ROW)

Project Status: The project's environmental clearance was obtained on November 10, 2009. The right of way phase is now underway and is expected to take until summer 2010. The City's ROW agent sent out letters to the property owners about the intent of the City to acquire ROW and will be setting up interviews to talk to property owners and assembling appraisals. The 90% Plans are complete. Construction is scheduled for the summer of 2010 but may be delayed depending on the length of the ROW process.

Issues/Areas of Concern: None

f. Pacheco Boulevard Widening (1216/24003) - No changes from last month.

CCTA Fund Source: Measure C/Measure J

Lead Agency: Contra Costa County

Project Description: This project consists of widening of Pacheco Boulevard from Blum Road to Arthur Road in the Martinez area to provide a two way center left-turn lane and bicycle lanes.

Current Project Phase: Environmental clearance (started but now on hold).

Project Status: Measure C funds were used to environmentally clear a portion of the project near the Railroad overcrossing and acquire part of the right of way. However, due to the significant funding needs, the project is now on hold.

Issues/Areas of Concern: Project has a funding shortfall and requires coordination with the State to replace the railroad overcrossing. \$5.2 million is programmed for the project in the 2009 Measure J Strategic Plan.

g. **Iron Horse Trail Crossing at Treat Boulevard (1219) - *No changes from last month.***

CCTA Fund Source: Measure C

Lead Agency: Contra Costa County

Project Description: This project will construct a bicycle/pedestrian bridge along the Iron Horse Trail alignment crossing Treat Boulevard in the vicinity of Jones Road.

Current Project Phase: Construction.

Project Status: The County awarded the project in May 2009, and construction started in June 2009. The project is expected to be completed in the summer of 2010.

Issues/Areas of Concern: None.

h. **Martinez Intermodal Station – Phase 3 (2208A/4002)**

CCTA Fund Source: Measure C and J

Lead Agency: City of Martinez

Project Description: Project will acquire land north of the railroad tracks (already acquired), construct new road access to the north parking lot, add 425 parking spaces, and build a pedestrian bridge over the tracks.

Current Project Phase: Construction of first stage (interim parking lot).

Project Status: The Authority allocated funds to start demolition of some existing structures and eventually build an interim surface parking lot. Demolition work is complete. Some interim surface parking lot work has started; striping of approximately 45 parking stalls is complete, some parking lot

lighting is complete. The remaining interim surface parking lot work is still scheduled to be done in summer 2010.

Issues/Areas of Concern: None.

i. Pacheco Transit Hub (2210)

CCTA Fund Source: Measure C

Lead Agency: CCCTA

Project Description: Construct a transit hub at Pacheco Boulevard and Blum Road. The project will relocate and expand the existing Park & Ride lot to provide 116 parking spaces and provide six bus bays for express and local bus service.

Current Project Phase: Design.

Project Status: The Authority appropriated \$823,820 for construction in January 2009.

Issues/Areas of Concern: Because of the existing economic crisis, planned funding for maintaining the facility has been redirected to other areas. Until an additional \$5,000 per year of maintenance funds are identified, construction is on hold.

j. Ygnacio Valley Road Permanent Restoration – Phase 2 (24027) - *No changes from last month.*

CCTA Fund Source: Measure J

Lead Agency: City of Concord

Project Description: Approximately 1,000 feet of hillside along Ygnacio Valley Road, just west of Cowell Road is marginally stable. Due to restrictions on the use of Federal emergency relief funds, only 420 feet of restoration work was completed as part of Phase 1. Phase 2 completes the restoration project by constructing a pier wall and repair of the damaged roadway. There will also be some grading of the slide area above the roadway to remove depressions and to repair the damaged Ohlone Trail.

Current Phase: Tie-back Wall – Construction is complete except for final pavement work; Ohlone Trail - Environmental/Preliminary Engineering.

Project Status: The Authority appropriated \$500,000 for environmental clearance work and preliminary engineering on June 18, 2008, and appropriated \$200,000 for final design on February 18, 2009. A decision to divide the project into two parts was made in order to expedite the wall construction. On April 15, 2009, the Authority appropriated \$2,691,000 for construction activities. The construction contract was awarded to Top Grade Construction for \$1,372,740 on June 22, 2009. Tie-back wall construction is complete with the exception of the final pavement work

Issues/Areas of Concern: None.

k. Comprehensive Wayfinding System for Central County BART Stations (10001-03)

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

Project Description: Create and implement a cohesive, integrated wayfinding system for Central County BART stations. This project will provide overhead and wall signage, transit information displays, and real time transit information at each of the four Central County BART stations.

Current Phase: Design

Project Status: The Authority appropriated \$2,600,000 for design and construction of improvements on January 20, 2010. Design is expected to be complete in March, 2011, and construction is scheduled for completion in December, 2012.

Issues/Areas of Concern: None.

I. Electronic Bicycle Facilities at Concord, North Concord, Walnut Creek and Pleasant Hill BART Stations (10001-04)

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

Project Description: This project will provide bicycle storage facilities (electronic lockers, cages, racks, etc.) at the four Central County BART stations to meet projected 2015 demand.

Current Phase: Design

Project Status: The Authority appropriated \$905,000 for design and construction of improvements on January 20, 2010. Design is expected to be complete in November, 2010, and construction is scheduled for completion in July, 2011.

Issues/Areas of Concern: None.

WEST COUNTY

m. Richmond Transit Village BART Parking Structure (2302) - No changes from last month.

CCTA Fund Source: Measure C

Lead Agency: Richmond Redevelopment Agency

Project Description: The project will construct a 769-space, six level parking structure at the Richmond BART station. The project will replace most of the surface parking (leaving a small area of 44 parking spaces) and free up land for building 99 residential units on the east side of the station. 193 parking spaces will be added at the station when this project is complete.

Current Project Phase: Construction.

Project Status: The CTC allocated \$10.2 million for construction in October 2009. Project was advertised on October 20th and bid opening was rescheduled to December 4th. Tentative lowest responsive bid is approximately 13% lower than the Engineer's Estimate. Construction contract award is targeted in February 2010 and construction is targeted to start in spring 2010.

Issues/Areas of Concern: None

n. **I-80/San Pablo Dam Road Interchange (7002) - No changes from last month.**

CCTA Fund Source: Measure J

Lead Agency: CCTA/City of San Pablo

Project Description: Reconstruct existing interchange to provide improved pedestrian and bicycle access.

Current Project Phase: Preliminary Engineering and Environmental Clearance stage.

Project Status: The project's Draft Environmental Document was signed and released for public review on August 5, 2009. A public meeting on the draft environmental document was held on August 19, 2009. Alternative 2 was determined to be the preferred alternative. The Final Environmental Document is expected to be signed in January/February 2010.

Issues/Areas of Concern: The scope of the project, and hence the cost, has increased significantly since the development of the Project Study Report. A significant funding shortfall exists.

o. **I-80/Central Avenue Interchange (7003) - No changes from last month.**

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: To study possible improvements of overall traffic operations at the I-80/Central Avenue Interchange and along Central Avenue between Jacuzzi Street and San Pablo Avenue.

Current Project Phase: Feasibility Study.

Project Status: The Feasibility Study was completed in July 2009. Two projects have been identified: a traffic management element that would provide near-term benefit, especially during the weekend peak periods; and a local road realignment that would provide longer-term benefit during peak periods. The first project is moving forward as part of the ongoing I-80/Integrated Corridor Management Project, which is planned for construction in mid 2011. The second project will be led by one or both of the cities of El Cerrito and Richmond.

Issues/Areas of Concern: None.

p. **Marina Bay Parkway Grade Separation (9003) - No changes from last month.**

CCTA Fund Source: Measure J

Lead Agency: Richmond Redevelopment Agency

Project Description: The project will construct a roadway undercrossing at the intersection of Marina Bay Parkway and BNSF/UP railroad tracks between Regatta Boulevard and Meeker Avenue in the City of Richmond. The undercrossing will replace existing at-grade crossing.

Current Project Phase: Design.

Project Status: The Authority appropriated \$2,700,000 for design and engineering services work on September 16, 2009. Design is expected to be complete in October 2010, with construction starting in December 2010.

Issues/Areas of Concern: None.

- q. **Electronic Bicycle Facilities at El Cerrito Del Norte, El Cerrito Plaza, and Richmond BART Stations (10002-03)**

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

Project Description: This project will provide bicycle storage facilities (electronic lockers, cages, racks, etc.) at the three West County BART stations to meet projected 2015 demand.

Current Project Phase: Design.

Project Status: The Authority appropriated \$402,000 for design and construction of improvements on January 20, 2010. Design is expected to be complete in November, 2010, and construction is scheduled for completion in July, 2011.

Issues/Areas of Concern: None.

- r. **Comprehensive Wayfinding System for West Contra Costa BART Stations (10002-05)**

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

Project Description: Create and implement a cohesive, integrated wayfinding system for West County BART stations. This project will provide overhead and wall signage, transit information displays, and real time transit information at each of the three West County BART stations.

Current Project Phase: Design.

Project Status: The Authority appropriated \$1,600,000 for design and construction of improvements on January 20, 2010. Design is expected to be complete in March, 2011, and construction is scheduled for completion in December, 2012.

Issues/Areas of Concern: None.

EAST COUNTY

s. **SR4 Widening: Railroad Avenue to Loveridge Road (1405)**

CCTA Fund Source: Measure C

Lead Agency: CCTA

Project Description: The project widened Route 4 to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately ¾ mile west of Loveridge Road and provided a median for future transit.

Current Project Phase: Highway Landscaping.

Project Status: Landscaping of the freeway mainline started in December 2009 and is expected to be completed by August 2010. The initial mainline landscape construction will be followed by a three-year plant establishment period.

Issues/Areas of Concern: None.

t. **SR4 Widening: Loveridge Road to Somersville Road (1406)**

CCTA Fund Source: Measure C

Lead Agency: CCTA

Project Description: The project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR 160.

Current Project Phase: Construction of Team Track, Utility Relocation and mainline construction.

Project Status: The mainline construction project was advertised on October 26, 2009, bid opening has been re scheduled for February 10, 2010 due to the issuance of a large addendum for additional eBART items of work. Construction is anticipated to start in April 2010. The construction management team is in place and a field office has been secured with a lease option to extend for use as other SR4 projects come "on line".

The construction of the gas line is complete. The electrical transmission line is complete except for two western poles/foundations. This work is dependent upon electrical distribution progressing with the underground and overhead operations. Electrical distribution line relocation has also started and should be complete by late February.

The team track construction contract is largely complete. UPRR inspection should occur in January 2010 and punch list items/acceptance following in February 2010. The contractor finished work at the Loveridge interchange location on a few minor items associated with the mainline work and may complete a few more small items of work ahead of the mainline contract.

Issues/Areas of Concern: None.

u. **SR4 Widening: Somersville Road to SR 160 (1407/3001)**

CCTA Fund Source: Measure C and J

Lead Agency: CCTA

Project Description: This project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue and then six lanes to SR 160, including a wide median for transit. The project includes the reconstruction of the Somersville Road Interchange, Contra Loma/L Street Interchange, G Street Overcrossing, Lone Tree Way/A Street Interchange, Cavallo Undercrossing and Hillcrest Avenue Interchange.

Current Project Phase: Right of Way Acquisition, Utility Relocation & Final Design.

Project Status: The final design (PS&E) for this project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160. Monthly design coordination meetings are on-going with Caltrans, City of Antioch and PG&E.

Segment 1 design is nearing completion. 100% PS&E documents were transmitted to Caltrans for review in early December. Once District 4 approves the documents, they normally would have been sent to Caltrans Headquarters in Sacramento for final review prior to advertisement. However, District 4 has obtained delegation approval from Headquarters to perform final review before advertising which should accelerate the overall project schedule. Concurrently, final right of way acquisition activities are proceeding on all parcels. PG&E utility relocations needed in advance of the freeway construction project are under construction. The construction contract for Segment 1 remains on schedule, with anticipated advertisement for contractor bids by summer 2010.

95% PS&E documents were submitted to Caltrans in September 2009 for Segment 3A and in October for Segment 2. The design teams for both of these Segments are currently working on their 100% submittal documents. Right of way sufficiency approval was received from Caltrans for both segments and right of acquisition is proceeding. Some full take parcels have already been acquired in both segments. PG&E is working on design of all utility relocations necessary for these segments as well.

Segment 3B, the Hillcrest Interchange area, was delayed pending resolution of issues related to the future transit station. Most of those issues have been resolved. The design team is proceeding on an alternative to construct the ultimate interchange at Hillcrest Avenue, while still retaining the existing bridge structures.

Two construction management firms have been retained to provide constructability/bidability reviews prior to advertising the projects for construction. These firms will assist the designers with any construction related issues. Staff is currently working towards establishing a team that will provide corridor-wide public relations and traffic management services and ensure that there are no schedule conflicts between each construction contract and ramp/lane closures.

Issues/Areas of Concern: Allocation of state funding continues to be a concern for the SR 4 projects. If STATE funds are delayed, the overall project schedule may be compromised. The delay of the freeway project will affect construction of eBART, which will run in the newly constructed median of SR4.

- v. **SR4 Bypass: Widen Bypass to 4 Lanes – Laurel Road to Sand Creek Road (5002) - No changes from last month.**

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

Project Description: Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road.

Current Phase: Final Design.

Project Status: The Authority appropriated \$2,983,000 for design and \$1,000,000 for right-of-way activities on May 16, 2007. Final design is nearing completion and the project could be advertised at anytime, subject to available funding.

Issues/Areas of Concern: Construction schedule is subject to available funding.

- w. **SR4 Bypass: Sand Creek Road Interchange – Phase 1 (5003) – No changes from last month.**

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

Project Description: The project is currently planned to be constructed in two phases: Phase 1 consists of constructing the crossover for Sand Creek Road via a single bridge with loop for Westbound Sand Creek Road to access the Eastbound Bypass segment. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant. Phase 1 will be further divided into two stages. Stage 1 will lower the existing Sand Creek Intersection by approximately 5 feet. Stage 2 will complete all movements except at the southwest quadrant. Phase 2 of the project will construct the southwest quadrant of the interchange.

Current Phase: Phase 1/ Stage 2 – Design and Right-of-Way Acquisition.

Project Status: Phase 1/ Stage 1 – Construction is complete, and the project has been closed out. Phase 1/ Stage 2 – Final design is nearing completion and the project could be advertised at anytime, subject to available funding.

Issues/Areas of Concern: Construction schedule is subject to available funding.

- x. **Vasco Road Safety Improvements Project - Phase 1 (5006)**

CCTA Fund Source: Measure J

Lead Agency: Contra Costa County

Project Description: The project will provide a consistent cross section with a passing lane in the southbound direction through the Brushy Creek area. The project also improves safety with the installation of a solid median barrier to prevent cross median collisions.

Current Project Phase: Design.

Project Status: The project is advertised with bid opening scheduled for February 2, 2010 and award scheduled for March 9, 2010. Project completion is scheduled for fall 2011.

Issues/Areas of Concern: None.

y. **SR4 Bypass: Segments 1 and 3 (5010) - *No changes from last month.***

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

Project Description: Complete the remaining two of three segments planned for the State Route 4 Bypass. Segment 1 – Construct a partial interchange at the SR4/SR4 Bypass (SR4BP) junction (no connection from the SR4BP to SR160) with six lanes of freeway to Laurel Road and four lanes of freeway to Lone Tree Way. Segment 3 – Construct a two-lane expressway which begins at Balfour Road and extends south approximately 2.6 miles to Marsh Creek Road. Connect back to existing State Route 4 via an improved Marsh Creek Road (conventional highway standards), approximately 4 miles. Segment 3 also includes a direct connection to Vasco Road.

Current Phase: Construction – Final asphalt lift for Segment 3.

Project Status: Segment 3 is open for automobile traffic only. Truck traffic will be allowed after application of the final asphalt lift on the remaining portion of Segment 3 (Marsh Creek Road to SR4).

Issues/Areas of Concern: None.

z. **East County Rail Extension (eBART) (2104/2001)**

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

Project Description: Implement rail transit improvements in the State Route 4 corridor from the Pittsburg Bay Point station in the west to a station in Antioch in the vicinity of Hillcrest in the east.

Current Project Phase: Final Design and Construction. BART is the lead agency for this phase.

Project Status: BART Board certified the EIR on April 23, 2009.

Coordination is ongoing between BART and CCTA consultants working on the design of the SR4 Widening Project. Meetings have occurred with all parties including Caltrans and MTC to define schedule, costs and cash flows by funding source. Cooperative agreements with Caltrans are currently underway.

BART continues to work on engineering documents for the transfer station at Pittsburg Bay Point and improvements in the median to Railroad. BART expects to advertise this first package in the spring of 2010.

Issues/Areas of Concern: None.

aa. Big Break Regional Trail (3112) - No changes from last month.

CCTA Fund Source: Measure C

Lead Agency: East Bay Regional Park District

Project Description: The Big Break Regional Trail connects the shoreline from the Antioch Bridge to downtown Oakley and the delta in eastern Contra Costa County. The trail is part of the newly designated Great California Delta Trail. Measure C funds will be used to construct a bridge over the Vintage Parkway Creek Channel and make trail improvements along 1/2 mile of shoreline from Piper Land to the existing trail at Fetzler Lane within the Vintage Parkway housing development in Oakley. The project will construct the bridge first, then the trail improvements.

Current Project Phase: Bridge portion is complete; trail portion is in Construction.

Project Status: Construction of the bridge part of the project is complete and the project is open to the public.

Issues/Areas of Concern: The trail part of the project went to bid on April 19, 2009 and was awarded on May 19, 2009. Construction did not start due to delay in obtaining Army Corps permit. Construction contract will be extended to summer 2010. .

II. COMPLETED PROJECTS:

SOUTHWEST COUNTY

Measure C:

1104: I-680/Stone Valley Road I/C, 1998	1611: Mt. Diablo Corridor Improvements, 2001
1105: I-680/El Cerro Blvd. I/C Ramp Signalization, 1994	1612: Moraga Rd. Corridor Improvements, 2005
1106: I-680 Auxiliary Lanes: Segments 1 & 3, 2008	1621: St. Mary's Rd. - Phase 2, 1999
1107: I-680/Fosteria Wy Overcrossing, 1994	1622: Moraga Rd. Structural & Safety Imp., 2005
1600: Moraga Rd. Safety Improvements, 2005	1624: Bryant Way/Moraga Way Improvements, 2005
1602: Camino Pablo Carpool Lots, 1996	1711: St. Mary's Rd. Improvements, 1995
1607: Moraga Wy. at Glorietta Blvd. & Camino Encinas, 2001	1715: San Ramon Valley Blvd. Imp. - Phase 1, 1996
1608: Moraga Wy. Safety Improvements, 2002	1716: Stone Valley Rd. Circulation Improvements, 2006
1609: Moraga Wy./Ivy Dr. Roadway Improvements, 2004	1717: Camino Tassajara Circulation Improvements, 2004

1718: Crow Canyon Rd. Improvements, 2001
 1719: Sycamore Valley Rd. Improvements, 2008
 1720: San Ramon Valley Blvd. Widening – Phase 1,
 1997

1801: Camino Pablo (San Pablo Dam Corridor), 1996
 3101: Iron Horse Trail – Monument to Alameda
 County Line, 1994

CENTRAL COUNTY

Measure C:

1101: I-680/Burnett Ave. Ramps, 1995
 1103: I-680/North Main Street Bypass, 1996
 1108: Route 242/Concord Ave. Interchange, 1997
 1113: Route 242 Widening, 2001
 1116: I-680 HOV Lanes, 2005
 1117: I-680/SR4 Interchange, 2009
 1205: Taylor Blvd./Pleasant Hill Rd./Alhambra Rd.
 Intersection Imp., 2000
 2208: Martinez Intermodal Facility – Phase 1, 2001
 2208: Martinez Intermodal Facility - Phase 2, 2006
 2296: Martinez Bay Trail, 2007
 3102: Walnut Creek Channel to CC Shoreline Trail, 2002

1209: South Broadway Extension, 1996
 1210: Monument Blvd./Contra Costa Blvd./Buskirk
 Ave. Imp., 1996
 1215: Geary Rd. Improvements, 2002
 1217: Bancroft/Hookston Intersection, 2004
 1218: Buskirk Ave. Improvements, 2005
 1220: Ygnacio Valley Rd. Slide Repair, 2008
 1221 Contra Costa Blvd Signal Coordination 2009

WEST COUNTY

Measure C:

1300: Richmond Parkway, 1996
 1501: SR4 (W) Gap Closure – Phase 1, 2004

1503: SR4 (W) Willow Ave. Overcrossing, 1996
 2303: Hercules Transit Center, 2009

Measure J:

9001: Richmond Parkway Upgrade Study, 2008

EAST COUNTY

Measure C:

1401: SR4 (E) Willow Pass Grade Lowering, 1995
 1402: SR4 (E) Bailey Rd. Interchange, 1996
 1403: SR4 (E) Bailey Rd. to Railroad Ave., 2006

2101: BART Extension to Pittsburg/Bay Point, 1996
 3108: Delta De Anza Trail, 2006
 3110: Marsh Creek Trail Overcrossing at SR4, 1997

TO: O&S Committee

DATE: January 12, 2010

FROM: Anne Muzzini *AM*
 Director of Planning & Technical Services

SUBJ: Fixed Route Reports

Fixed Route Operating Statistical Reports for December 2009

1. Monthly Boarding's Data

The following represent the numbers that are most important to staff in evaluating the performance of the fixed route system.

Title	FY 2009		Annual Goal
	Current Month	YTD Avg	
Total Passengers	262,763		
Average Weekday	11,108	11,644	FY09 Goal 15,600 Pass
Pass/Rev Hour	14.3	14.9	FY09 Goal 17.0 Pass/RHr
Missed Trips	0.09%	0.09%	FY09 Goal 0.25%
Miles between Road Calls	30,085	22,590	FY09 Goal >18,000 miles

* Based on FY08 Standards from updated SRTF

Analysis

Average weekday ridership in December (11,108 passengers) dropped slightly from the prior months ridership of 12,408 per average weekday. This is to be expected in December when school is out and many people take vacations. See the attached table showing weekday boardings trend. Productivity dropped from 16 passengers per hour in November to 14.3 passengers per hour in December. The most productive routes remain the #20, #4, #10, and the 600 series of school tripper routes. A table showing the ranking of route by productivity is attached.

The percentage of missed trips was equal to 0.09% in December slightly up from the prior month but still well within the goal set by the Board. The YTD average is 0.08% missed trips.

The number of miles between roadcalls was equal to 30,085 miles which is the best performance in six months. This compares to the year to date average of 21,313 miles between roadcalls. The new buses began to be placed in service on the 28th of December.

MONTHLY BOARDINGS
Operations Data Summary

IV. Staff Reports

Fixed Route Boardings		Passengers by Revenue Hrs/Miles		Service Days		Fiscal YTD Comparison	
Dec09 - Fixed Route Boardings	262,763	Revenue Hours - Dec 09	18,369	Weekdays - Dec 09	22	Fiscal 2010 YTD	263,395
Pavilion	0	Dec 08	24,861	Dec 08	22		
Bus Bridge	0	Revenue Miles - Dec 09	194,946	Saturdays - Dec 09	4	Fiscal 2009 YTD	2,249,304
Special (Chase Bus)	632	Dec 08	300,422	Dec 08	4		
				Sundays - Dec 09	4		
				Dec 08	4		
December 2009 Total Boardings	263,395	Passengers per Mile	1.35	Total Days - 2009	30	YTD Trend	11.7%
December 2008 Total Boardings	309,255	Passengers per Hour	14.34	2008	30	Monthly Trend	85.2%

December 2009 Fixed Route Passenger Total						December 2009	December 2009
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue hour
1	Rossmoor / Shadelands	8,476			8,476	385	15.0
2	Rudgear / Walnut Creek	980			980	45	5.3
4	Walnut Creek Downtown Shuttle	21,924	1,938	1,613	25,476	997	27.5
4H	Walnut Creek Extended Holiday Service	810	199		1,009	37	5.3
5	Creekside / Walnut Creek	1,668			1,668	76	8.0
6	Lafayette / Moraga / Orinda	6,882	318	255	7,456	313	10.3
6L	Orinda / Orinda Village	95			95	4	4.2
7	Shadelands / Pleasant Hill / Walnut Creek	4,773			4,773	217	6.8
8*	Monument Shuttle	2,757			2,757	125	5.6
9	DVG / Walnut Creek	12,749			12,749	580	14.0
10	Concord / Clayton Rd	20,233			20,233	920	23.8
11	Treat Blvd / Oak Grove	5,730			5,730	260	14.9
14	Monument Blvd	15,567			15,567	708	18.0
15	Treat Boulevard	10,508			10,508	478	16.6
16	Alhambra Ave / Monument Blvd	13,330			13,330	606	11.4
17	Olivera/Solano / Salyio / North Concord	6,498			6,498	295	15.2
18	Amtrak / Merello / Pleasant Hill	8,692			8,692	395	13.3
19	Amtrak / Pacheco Blvd / Concord	3,075			3,075	140	10.2
20	DVC / Concord	20,794			20,794	945	23.7
21	Walnut Creek / San Ramon Transit Center	13,661			13,661	621	13.7
25	Lafayette / Walnut Creek	769			769	35	3.0
28	North Concord / Martinez	6,447			6,447	293	10.0
35	Dougherty Valley	6,648			6,648	302	9.8
36	San Ramon / Dublin	4,870			4,870	221	8.5
91X	Concord Commuter Express	884			884	40	11.2
92X	Ace Shuttle Express	2,736			2,736	124	15.0
93X	Kirker Pass Express	3,365			3,365	153	12.4
95X	San Ramon / Danville Express	2,283			2,283	104	10.2
96X	Bishop Ranch Express	7,526			7,526	342	10.9
97X	Bishop Ranch Express	1,866			1,866	85	8.4
98X	Martinez Express	7,748			7,748	352	11.1
250*	Gael Real Service	29	35	28	92	1	1.1
301	Rossmoor / John Muir Medical Center		400	218	619	0	8.7
311	Concord / Oak Grove / Treat Blvd / WC		716	569	1,284	0	10.7
314	Clayton Rd / Monument Blvd / PH		4,058	2,763	6,821	0	20.9
315	Concord / Willow Pass / Landana		277	125	402	0	7.2
316	Alhambra / Merello / Pleasant Hill		1,179	907	2,086	0	15.9
320	DVC / Concord		624	378	1,002	0	10.2
321	San Ramon / Walnut Creek		1,090	687	1,777	0	12.7
600's	Select Service	20,011			20,011	910	27.8
TOTALS		244,384	10,835	7,544	262,763	11,108	14.3

TRANSPORTATION and MAINTENANCE
Operations Data Summary

TRANSPORTATION	2008 November	2008 December	2009 January	2009 February	2009 March	2009 April	2009 May	2009 June	2009 July	2009 August	2009 September	2009 October	2009 November	2009 December	FY10 FISCAL YTD
Number of Buses	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131
Totals Miles	360,781	377,985	362,920	343,213	349,992	283,369	266,246	271,311	260,729	257,833	272,474	283,616	253,077	270,769	1,598,508
Work Days	30	30	30	28	31	30	30	30	30	31	29	31	29	30	180
Revenue Hours	23,406	21,447	23,634	22,317	22,541	18,020	16,835	20,433	17,982	17,698	17,806	18,646	16,903	18,369	107,404
Operator Pay Hours	39,488	33,403	39,879	36,512	44,650	30,975	32,369	41,187	43,981	30,598	30,423	31,546	30,191	40,098	196,930
Number of Operators	212	212	211	211	211	172	172	172	172	172	171	170	168	167	170
FT Extra Board	67	64	65	87	58	50	17	62	18	27	41	62	20	21	188
Unscheduled Absences	482	470	424	467	387	401	325	393	308	367	299	332	331	331	2,058
Worker Comp.	123	219	168	152	152	124	117	141	158	138	87	120	117	97	737
Sick leave	359	251	256	315	235	277	208	252	240	229	212	212	214	239	1,321
Collision Accidents	6	5	4	3	4	8	8	5	8	5	6	5	9	2	35
Passenger Accidents	12	12	9	8	9	8	9	5	8	8	5	13	9	3	46
Total Chargeable Collisions	2	0	1	1	1	5	4	4	6	0	3	3	4	1	17
Chargeable/100K Miles	0.55	0.00	0.27	0.29	0.28	1.76	1.50	1.47	2.20	0.00	1.10	1.05	1.58	0.36	1.06
Number of Trips Scheduled	30,834	32,321	30,307	28,595	30,021	26,592	24,840	25,108	23,848	24,042	23,777	24,534	22,502	24,064	142,767
Number of Trips Missed	15	91	40	68	32	42	18	18	18	27	28	23	11	21	118
Of Trips Scheduled - % Missed	0.05%	0.28%	0.13%	0.24%	0.11%	0.16%	0.07%	0.07%	0.08%	0.11%	0.12%	0.09%	0.05%	0.09%	0.08%
Of Trips Missed - Mechanical	13	30	17	11	21	15	8	17	16	24	7	16	4	15	71
On Time Performance %	91%	93%	96%	93%	91%	91%	93%	93%	91%	91%	90%	90%	93%	96%	91%
MAINTENANCE															
A/C Operative - Avg. %	100%	100%	100%	100%	100%	100%	100%	100%	99%	100%	100%	100%	100%	100%	100%
Lifts Operative - Ave %	100%	100%	100%	100%	99%	100%	99%	100%	99%	99%	100%	100%	100%	100%	100%
PM Complete on Schedule	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total Road Calls	19	18	20	18	20	17	8	17	17	23	12	17	14	13	96
Road Calls for Mechanical	12	11	15	10	12	13	6	8	12	19	10	13	12	9	75
Road Calls for Other	7	7	5	8	8	4	2	9	5	4	2	4	2	4	21

Miles Between Mechanical Road Calls Bus Numbers	100 - 199	200 - 299	300 - 399	400 - 499	500 - 519	900 - 939	2000 - 2099	9600 - 9629	9800 - 9809	Fleet Ave.	Maintenance Pay Hours	No. Maint. Employees	Maint. Exmp/100K Miles	Unscheduled Absences
100 - 199	13,935	14,429	7,052	14,164	16,297	9,240	6,365	12,656	11,821	10,725	11,794	12,515	10,438	10,307
200 - 299	41,347	17,106	16,478	47,358	45,295	36,476	40,039	42,233	37,872	13,300	37,266	12,499	36,215	37,499
300 - 399	48,814	26,988	24,463	24,075	46,146	21,572	40,455	36,485	12,327	35,328	21,976	45,475	36,422	14,228
400 - 499	34,500	40,299	20,032	33,515	20,141	12,052	36,628	34,079	34,380	30,344	11,603	31,240	14,296	29,763
500 - 519	64,532	62,771	14,252	28,926	15,095	33,406	55,743	66,053	56,294	9,933	57,760	18,995	54,431	62,963
900 - 939														3,639
2000 - 2099	26,610	26,096	26,237	22,386	27,348	16,853	17,476	16,039	19,553	18,001	19,955	18,170	16,523	10,803
9600 - 9629	15,539	26,280	52,796	24,319	30,127	20,926	50,458	8,834	10,024	6,578	19,390	23,132	6,993	17,855
9800 - 9809	11,161	11,990	21,559	22,512	11,932	13,110	12,718	10,765	3,692	11,311	8,768	12,337	14,513	8,745
Fleet Ave.	30,065	34,362	24,195	34,321	29,166	21,798	44,374	33,914	21,728	13,570	27,247	21,817	21,090	30,085
Maintenance Pay Hours	4,357	4,407	4,765	4,238	4,716	4,370	4,770	4,167	4,388	4,330	4,108	4,358	4,345	4,395
No. Maint. Employees	25	27	28	28	27	26	26	26	26	25	25	24	26	27
Maint. Exmp/100K Miles	7	7	8	8	8	9	10	10	10	10	9	8	10	10
Unscheduled Absences	0	1	1	4	6	1	3	4	1	2	4	5	3	1

Bus add - 1209

Note: Some statistics may not be available (na) at this time. These will be brought current in future reports.

Trans-Habit.com

AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Mar-09 (3/22-3/31)	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10
1	Rossmoor / Shadelands	396	484	458	442	371	342	429	436	413	385			
2	Rudgear / Walnut Creek	60	85	75	59	55	54	66	66	52	45			
4	Walnut Creek Downtown Shuttle	843	1,042	1,061	1,045	977	941	1,027	997	1,038	997			
**4H	Walnut Creek Extended Holiday Shuttle									2	37			
5	Creekside / Walnut Creek	68	97	86	76	71	66	83	81	82	76			
6	Lafayette / Moraga / Orinda	450	487	477	353	290	286	551	527	481	313			
6L	Orinda / Orinda Village	7	20	11	6	2	4	4	1	2	4			
7	Shadelands / Pleasant Hill / Walnut Creek	203	251	239	221	188	181	251	250	235	217			
* 8	Monument Shuttle	105	90	88	103	89	94	110	109	117	125			
9	DVC / Walnut Creek	615	671	667	534	497	529	709	633	635	580			
10	Concord / Clayton Rd	945	999	1,042	940	837	773	1,083	1,072	1,042	920			
11	Treat Blvd / Oak Grove	347	383	453	312	252	236	352	313	298	260			
14	Monument Blvd	920	803	782	703	615	569	830	825	743	708			
15	Treat Boulevard	721	658	694	559	449	448	715	696	617	478			
16	Alhambra Ave / Monument Blvd	464	516	568	547	488	489	637	624	619	606			
17	Olivera/Solano / Salvio / North Concord	334	334	360	280	221	230	329	330	316	295			
18	Amtrak / Merello / Pleasant Hill	423	400	444	356	357	351	517	488	442	395			
19	Amtrak / Pacheco Blvd / Concord	128	143	125	131	111	116	154	155	134	140			
20	DVC / Concord	1,205	1,216	1,172	1,031	968	942	1,218	1,177	1,139	945			
** 20W	Waterworld				21	50	24							
21	Walnut Creek / San Ramon Transit Center	626	695	694	641	559	552	836	778	648	621			
25	Lafayette / Walnut Creek	22	67	54	38	30	38	34	36	34	35			
28	North Concord / Martinez	332	415	398	328	290	307	365	332	337	293			
35	Dougherty Valley	322	370	355	350	351	311	446	359	382	302			
36	San Ramon / Dublin	255	293	273	235	203	193	246	238	236	221			
91X	Concord Commuter Express	52	62	52	52	46	48	47	51	50	40			
92X	Ace Shuttle Express	147	118	132	174	144	152	160	151	134	124			
93X	Kirker Pass Express	156	183	191	172	173	164	206	191	169	153			
95X	San Ramon / Danville Express	95	116	121	124	102	105	117	108	115	104			
96X	Bishop Ranch Express	347	423	397	440	379	299	415	408	395	342			
97X	Bishop Ranch Express	91	121	106	109	115	116	114	106	90	85			
98X	Martinez Express	326	422	409	324	287	215	423	406	389	352			
* 250	St. Mary's College Gael Rail Shuttle	4	3	3	3	3	3	3	3	3	4			
600's	Select Service	1,127	1,322	1,463	549	96	220	1,538	1,333	1,018	910			
TOTALS		12,134	13,292	13,450	11,256	9,658	9,393	14,014	13,283	12,408	11,111	0	0	0

NOTE: * Data comes from Link Operators ** These are seasonal routes

Avg Wkdy Trend

DECEMBER 2009 PRODUCTIVITY

Route	Destination Information	Total	Wkday Avg	Pass / Rev Hr
600's	Select Service	20,011	910	27.8
4	Walnut Creek Downtown Shuttle	25,476	997	27.5
10	Concord / Clayton Rd	20,233	920	23.8
20	DVC / Concord	20,794	945	23.7
314	Clayton Rd / Monument Blvd / Pleasant Hill	6,821		20.9
14	Monument Blvd	15,567	708	18.0
15	Treat Boulevard	10,508	478	16.6
316	Alhambra / Merello / Pleasant Hill	2,086		15.9
17	Olivera/Solano / Salvio / North Concord	6,498	295	15.2
92X	Ace Shuttle Express	2,736	124	15.0
1	Rossmoor / Shadelands	8,476	385	15.0
11	Treat Blvd / Oak Grove	5,730	260	14.9
9	DVC / Walnut Creek	12,749	580	14.0
21	Walnut Creek / San Ramon Transit Center	13,661	621	13.7
18	Amtrak / Merello / Pleasant Hill	8,692	395	13.3
321	San Ramon / Walnut Creek	1,777		12.7
93X	Kirker Pass Express	3,365	153	12.4
16	Alhambra Ave / Monument Blvd	13,330	606	11.4
91X	Concord Commuter Express	884	40	11.2
98X	Martínez Express	7,748	352	11.1
96X	Bishop Ranch Express	7,526	342	10.9
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,284		10.7
6	Lafayette / Moraga / Orinda	7,456	313	10.3
95X	San Ramon / Danville Express	2,283	104	10.2
19	Amtrak / Pacheco Blvd / Concord	3,075	140	10.2
320	DVC / Concord	1,002		10.2
28	North Concord / Martinez	6,447	293	10.0
35	Dougherty Valley	6,648	302	9.8
301	Rossmoor / John Muir Medical Center	619		8.7
97X	Bishop Ranch Express	1,866	85	8.4
36	San Ramon / Dublin	4,870	221	8.3
5	Creekside / Walnut Creek	1,668	76	8.0
315	Concord / Willow Pass / Landana	402		7.2
7	Shadelands / Pleasant Hill / Walnut Creek	4,773	217	6.8
8*	Monument Shuttle	2,757	125	5.6
4H**	Walnut Creek Extended Holiday Shuttle	1,009	37	5.3
2	Rudgear / Walnut Creek	980	45	5.3
6L	Orinda / Orinda Village	95	4	4.2
25	Lafayette / Walnut Creek	769	35	3.0
250*	St Mary's College Gael Rail Shuttle	92	4	1.1

NOTE: * Rts 8 & 250 data comes from Link Operators

** Rts 4H & 20W are seasonal routes

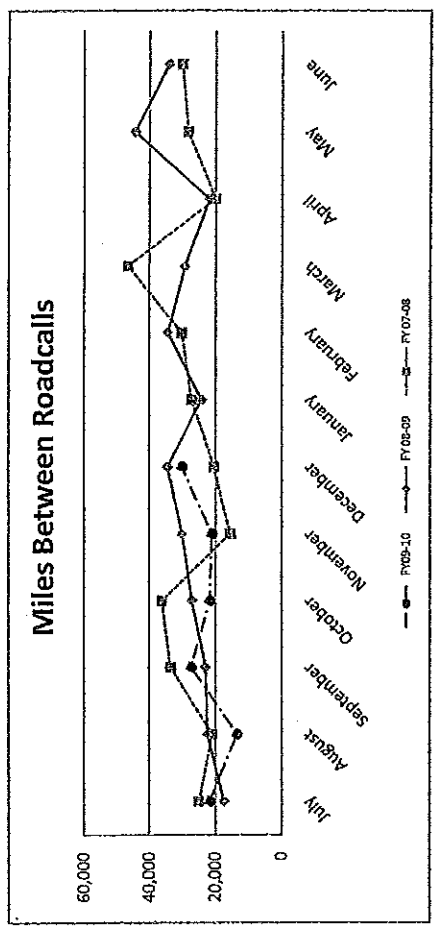
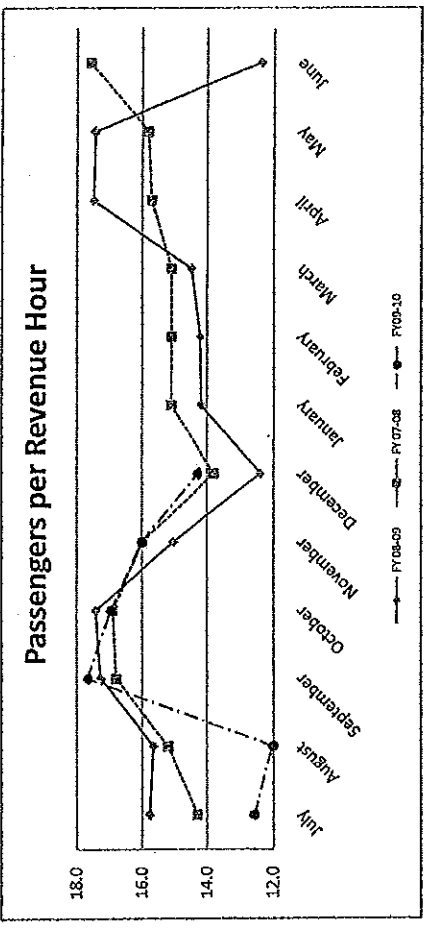
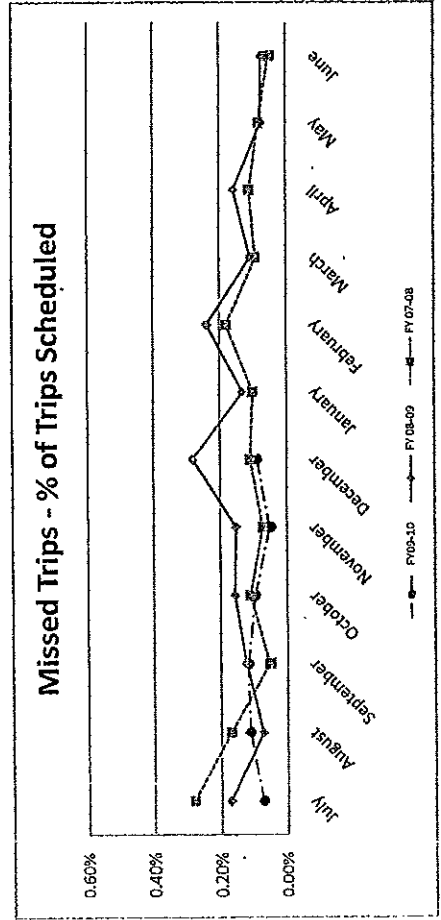
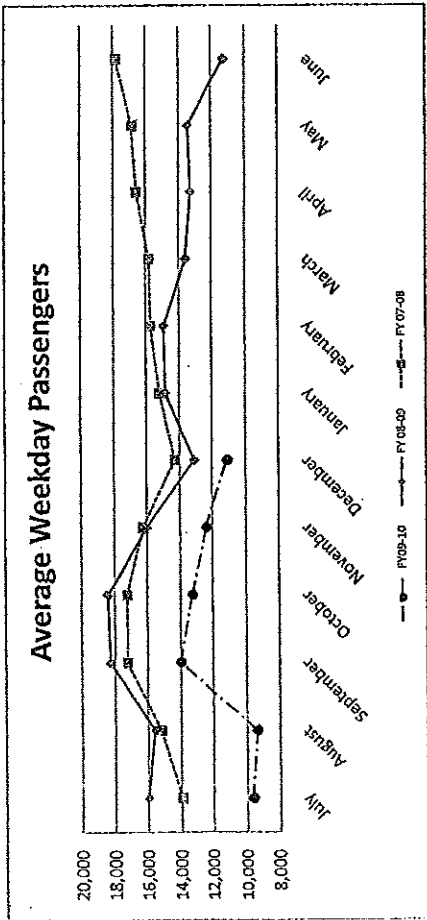
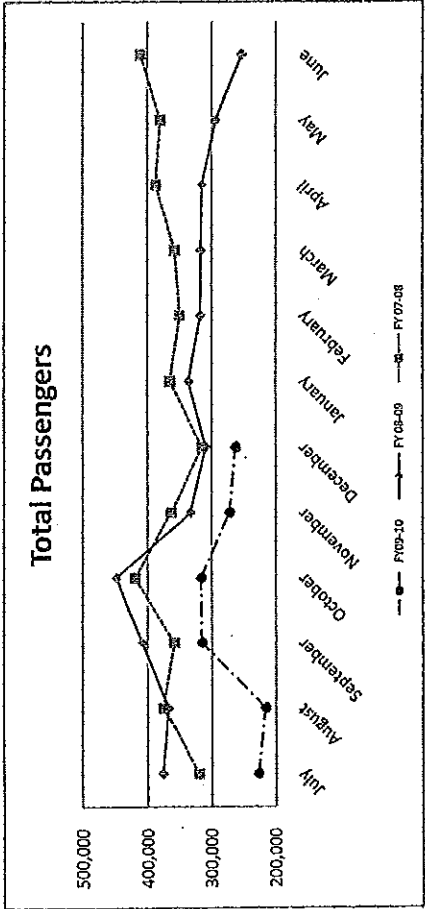
AVERAGE WEEKEND BOARDINGS TREND

Route	Destination Information	Mar-09	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10
		(3/22-3/31) 1 Day	4 Days	5 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	4 Days	4 Days	4 Days	4 Days
SATURDAY														
4	Walnut Creek Downtown Shuttle	537	705	636	400	328	427	569	595	599	485			
** 4H	Walnut Creek Extended Holiday Shuttle									14	50			
6	Lafayette / Moraga / Orinda	0	118	111	56	87	89	192	162	139	80			
** 20W	Waterworld				15	44	43				0			
* 250	St Mary's College Gael Rail Shuttle	16	20	15	0	0	7	51	33	31	9			
301	Rossmoor / John Muir Medical Center	82	139	103	85	98	94	112	111	96	100			
311	Concord / Oak Grove / Treat Blvd / WC	173	238	180	135	166	130	214	212	238	179			
314	Clayton Rd / Monument Blvd / PH	629	1,153	1,071	748	766	748	1,120	1,185	1,138	1,015			
315	Concord / Willow Pass / Landana	66	124	74	54	68	64	92	102	92	69			
316	Alhambra / Merello / Pleasant Hill	224	396	336	238	261	264	297	360	302	295			
320	DVC / Concord	99	221	187	115	141	123	176	215	204	156			
321	San Ramon / Walnut Creek	114	325	328	208	269	256	281	272	263	272			
TOTALS		1,940	3,439	3,041	2,054	2,236	2,245	3,103	3,189	3,117	2,709	0	0	0

Route	Destination Information	Mar-09	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10
		(3/22-3/31) 2 Days	4 Days	5 Days	4 Days	4 Days	5 Days	4 Days	4 Days	4 Days	5 Days	4 Days	4 Days	4 Days
SUNDAY														
4	Walnut Creek Downtown Shuttle	298	558	395	313	193	361	394	393	489	403			
6	Lafayette / Moraga / Orinda	13	49	61	41	29	71	119	96	146	64			
** 20W	Waterworld				26	32	22							
* 250	St Mary's College Gael Rail Shuttle	25	17	10	0	0	7	24	20	25	7			
301	Rossmoor / John Muir Medical Center	58	77	57	45	46	39	53	45	79	55			
311	Concord / Oak Grove / Treat Blvd / WC	79	146	82	110	99	100	135	156	171	142			
314	Clayton Rd / Monument Blvd / PH	604	687	666	580	507	521	693	780	944	691			
315	Concord / Willow Pass / Landana	23	84	37	44	42	43	50	50	74	31			
316	Alhambra / Merello / Pleasant Hill	112	204	165	150	146	161	190	204	230	227			
320	DVC / Concord	60	133	84	62	68	73	103	81	135	94			
321	San Ramon / Walnut Creek	127	216	176	172	128	133	196	186	237	172			
TOTALS		1,376	2,169	1,733	1,541	1,289	1,531	1,958	2,012	2,529	1,886	0	0	0

NOTE: * Data comes from Link Operators

** These are seasonal routes



TO: O&S Committee

DATE: December 10, 2009

FROM: Anne Muzzini
Director of Planning & Technical Services

SUBJ: Fixed Route Reports

Fixed Route Operating Report - November 2009

1. Monthly Boarding's Data

The following represent the numbers that are most important to staff in evaluating the performance of the fixed route system.

<u>Title</u>	<u>FY 2009-10</u>		
	<u>Current Month</u>	<u>YTD Avg</u>	<u>Annual Goal</u>
Total Passengers	271,467		
Avg. Weekday Passengers	12,408	11,752	15,600 Passengers
Pass/Rev Hour	16.0	15.1	17 Pass/Rev Hour
Missed Trips	0.05%	0.09%	Less than 0.25%
Miles between Road Calls	21,090	21,090	Less than 18,000

Analysis

Average weekday ridership in November (12,408 passengers) dropped slightly from the prior months ridership of 13,283 per average weekday. See the attached table showing weekday boardings trend. Productivity dropped slightly from 17 passengers per hour in October to 16 passengers per hour in November. The most productive routes remain the #20, #4, #10, and the 600 series of school tripper routes. A table showing the ranking of route by productivity is attached.

The percentage of missed trips was equal to 0.05% in November the lowest level since November 2008. The YTD average is 0.09% missed trips.

The number of miles between roadcalls was equal to 21,090 miles which compares to the year to date average of 20,117 miles.

MONTHLY BOARDINGS
Operations Data Summary

IV. Staff Reports

Fixed Route Boardings		Passengers by Revenue Hrs/Miles			Service Days		Fiscal YTD Comparison	
Nov09 - Fixed Route Boardings	270,751	Revenue Hours -	Nov 09	16,903	Weekdays - Nov 09	20	Fiscal 2010 YTD	align="right">1,346,978
Pavilion	0		Nov 08	22,090	Nov 08	19		
Bus Bridge	0	Revenue Miles -	Nov 09	169,133	Saturdays - Nov 09	4	Fiscal 2009 YTD	align="right">1,940,049
Special (Chase Bus)	716		Nov 08	267,865	Nov 08	5		
					Sundays - Nov 09	5		
					Nov 08	5		
Nov 2009 Total Boardings	271,467	Passengers per Mile		1.61	Total Days - 2009	29	YTD Trend	69.4%
Nov 2008 Total Boardings	332,492	Passengers per Hour		16.06	2008	29	Monthly Trend	81.6%

November 2009 Fixed Route Passenger Total						November 2009	November 2009
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue hour
1	Rossmoor / Shadelands	8,264			8,264	413	16.0
2	Rudgear / Walnut Creek	1,045			1,045	52	6.2
4	Walnut Creek Downtown Shuttle	20,751	2,398	1,956	25,105	1,038	28.8
4H	Walnut Creek Extended Holiday Service	31	57		88	16	13.8
5	Creekside / Walnut Creek	1,637			1,637	82	8.6
6	Lafayette / Moraga / Orinda	9,625	558	582	10,765	481	16.3
6L	Orinda / Orinda Village	49			49	2	3.9
7	Shadelands / Pleasant Hill / Walnut Creek	4,697			4,697	235	7.4
8*	Monument Shuttle	2,343			2,343	117	4.8
9	DVC / Walnut Creek	12,697			12,697	635	15.4
10	Concord / Clayton Rd	20,842			20,842	1,042	26.7
11	Treat Blvd / Oak Grove	5,953			5,953	298	17.1
14	Monument Blvd	14,863			14,863	743	18.9
15	Treat Boulevard	12,348			12,348	617	21.4
16	Alhambra Ave / Monument Blvd	12,376			12,376	619	11.7
17	Olivera/Solano / Salvio / North Concord	6,317			6,317	316	16.2
18	Amtrak / Merello / Pleasant Hill	8,837			8,837	442	14.9
19	Amtrak / Pacheco Blvd / Concord	2,686			2,686	134	9.8
20	DVC / Concord	22,779			22,779	1,139	28.7
21	Walnut Creek / San Ramon Transit Center	12,969			12,969	648	14.5
25	Lafayette / Walnut Creek	676			676	34	2.9
28	North Concord / Martinez	6,735			6,735	337	11.5
35	Dougherty Valley	7,646			7,646	382	12.2
36	San Ramon / Dublin	4,724			4,724	236	8.8
91X	Concord Commuter Express	1,008			1,008	50	14.1
92X	Ace Shuttle Express	2,683			2,683	134	16.2
93X	Kirker Pass Express	3,385			3,385	169	13.7
95X	San Ramon / Danville Express	2,295			2,295	115	11.3
96X	Bishop Ranch Express	7,908			7,908	395	12.9
97X	Bishop Ranch Express	1,793			1,793	90	9.1
98X	Martinez Express	7,782			7,782	389	12.2
250*	Capitol Real Service	69	122	98	289	3	3.3
301	Rossmoor / John Muir Medical Center		386	314	700	0	8.6
311	Concord / Oak Grove / Treat Blvd / WC		952	683	1,635	0	12.0
314	Clayton Rd / Monument Blvd / PH		4,552	3,777	8,329	0	22.7
315	Concord / Willow Pass / Landana		367	294	662	0	10.9
316	Alhambra / Merello / Pleasant Hill		1,209	921	2,130	0	14.1
320	DVC / Concord		814	542	1,356	0	12.1
321	San Ramon / Walnut Creek		1,054	948	2,002	0	12.7
600's	Select Service	20,355			20,355	1,018	26.4
TOTALS		248,167	12,470	10,115	270,751	12,408	16.0

TRANSPORTATION and MAINTENANCE
Operations Data Summary

TRANSPORTATION	2009												FY10 FISCAL YTD		
	October	November	December	January	February	March	April	May	June	July	August	September		October	November
Number of Buses	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131
Totals Miles	403,187	360,781	377,985	362,920	343,213	349,992	283,369	266,246	271,311	260,739	257,833	272,474	283,616	253,077	1,327,739
Work Days	31	30	30	30	28	31	30	30	30	30	31	29	31	29	150
Revenue Hours	25,786	23,406	21,447	23,634	22,317	22,541	18,020	16,835	20,433	17,982	17,698	17,806	18,646	16,903	89,035
Operator Pay Hours	40,369	39,488	39,403	39,879	36,512	44,650	30,975	32,369	41,187	43,981	30,598	30,423	31,546	30,191	178,742
Number of Operators	212	212	212	211	211	211	172	172	172	172	172	171	170	168	171
FT Extra Board	104	67	64	65	87	58	50	17	62	18	27	41	62	20	168
Unscheduled Absences	443	482	470	424	467	387	401	325	393	398	367	299	332	331	1,727
Worker Comp.	204	123	219	168	152	152	124	117	141	158	138	87	120	117	620
Sick Leave	239	359	251	256	315	235	277	208	252	240	229	212	212	214	1,107
Collision Accidents	8	6	5	4	3	4	8	8	5	3	5	6	5	9	33
Passenger Accidents	12	12	12	9	8	9	8	9	5	8	8	5	13	9	43
Total Chargeable Collisions	3	2	0	1	1	1	5	4	4	6	0	3	3	4	16
Changenble/100K Miles	0.74	0.55	0.00	0.27	0.29	0.28	1.76	1.50	1.47	2.30	0.00	1.10	1.05	1.58	1.20
Number of Trips Scheduled	33,145	30,834	32,321	30,307	28,595	30,021	26,592	24,840	25,108	23,848	24,042	23,777	24,534	22,502	118,703
Number of Trips Missed	52	15	91	40	68	32	42	18	18	18	27	28	23	11	107
Of Trips Scheduled - % Missed	0.16%	0.05%	0.28%	0.13%	0.24%	0.11%	0.16%	0.07%	0.07%	0.08%	0.11%	0.12%	0.09%	0.05%	0.09%
Of Trips Missed - Mechanical	26	13	30	17	11	21	15	8	17	16	24	7	16	4	67
On Time Performance %	90%	91%	93%	96%	93%	91%	91%	93%	93%	91%	91%	90%	90%	93%	91%
MAINTENANCE															
A/C Operative - Avg. %	100%	100%	100%	100%	100%	100%	100%	100%	100%	99%	100%	100%	100%	100%	100%
Lifts Operative - Ave %	100%	100%	100%	100%	100%	99%	100%	99%	100%	99%	99%	100%	100%	100%	100%
PM Complete on Schedule	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total Road Calls	21	19	18	20	18	20	17	8	17	17	23	12	17	14	83
Road Calls for Mechanical	15	12	11	15	10	12	13	6	8	12	19	10	13	12	66
Road Calls for Other	6	7	7	5	8	8	4	2	9	5	4	2	4	2	17

Miles Between Mechanical Road Calls

Bus Numbers	2009												FY10 FISCAL YTD		
	October	November	December	January	February	March	April	May	June	July	August	September		October	November
100 - 199	17,103	13,935	14,429	7,052	14,164	16,297	9,240	6,365	12,656	11,821	10,725	11,794	12,515	10,438	131
200 - 299	16,728	41,347	17,106	16,478	47,358	45,295	36,476	40,039	42,293	37,872	13,300	37,266	12,499	36,215	1,327,739
300 - 399	28,672	48,814	26,988	24,463	24,075	46,146	21,572	40,455	36,485	12,327	35,328	21,976	45,475	36,422	150
400-499	13,515	34,500	40,299	20,032	33,515	20,141	12,032	36,628	34,079	34,380	30,344	11,603	31,240	14,296	89,035
500-519	73,641	64,532	62,771	14,252	28,926	15,095	33,406	55,743	66,053	56,294	9,933	57,760	18,995	54,431	178,742
2000-2099	25,100	26,610	26,096	26,237	22,386	27,348	16,833	17,476	16,039	19,553	18,001	19,955	18,170	16,523	171
9600-9629	38,343	15,529	26,280	52,796	24,319	30,127	20,526	50,458	8,834	10,024	6,578	19,390	23,132	6,993	168
9800-9809	12,121	11,161	11,990	21,559	22,512	11,932	13,110	12,718	10,765	3,692	11,311	8,768	12,337	14,513	20
Fleet Ave.	26,879	30,065	34,362	24,195	34,321	29,166	21,798	44,374	33,914	21,728	13,570	27,247	21,817	21,090	1,107
Maintenance Pay Hours	4,512	4,357	4,407	4,765	4,238	4,716	4,370	4,770	4,167	4,288	4,330	4,108	4,358	4,345	21,433
No. Maint. Employees	27	25	27	28	28	27	26	26	26	26	25	25	24	26	25
Maint. Emps/100K Miles	7	7	7	8	8	8	9	10	10	10	10	9	8	10	2
Unscheduled Absences	3	0	1	1	4	6	1	3	4	1	2	4	5	3	3

Note: Some statistics may not be available (n/a) at this time. These will be brought current in future reports.

NOVEMBER 2009 PRODUCTIVITY

Route	Destination Information	Total	Wkday Avg	Pass / Rev Hr
4	Walnut Creek Downtown Shuttle	25,105	1,038	28.8
20	DVC / Concord	22,779	1,139	28.7
10	Concord / Clayton Rd	20,842	1,042	26.7
600's	Select Service	20,355	1,018	26.4
314	Clayton Rd / Monument Blvd / Pleasant Hill	8,329		22.7
15	Treat Boulevard	12,348	617	21.4
14	Monument Blvd	14,863	743	18.9
11	Treat Blvd / Oak Grove	5,953	298	17.1
6	Lafayette / Moraga / Orinda	10,765	481	16.3
17	Olivera/Solano / Salvio / North Concord	6,317	316	16.2
92X	Ace Shuttle Express	2,683	134	16.2
1	Rossmoor / Shadelands	8,264	413	16.0
9	DVC / Walnut Creek	12,697	635	15.4
18	Amtrak / Merello / Pleasant Hill	8,837	442	14.9
21	Walnut Creek / San Ramon Transit Center	12,969	648	14.5
316	Alhambra / Merello / Pleasant Hill	2,130		14.1
91X	Concord Commuter Express	1,008	50	14.1
4H**	Walnut Creek Extended Holiday Shuttle	88	16	13.8
93X	Kirker Pass Express	3,385	169	13.7
96X	Bishop Ranch Express	7,908	395	12.9
321	San Ramon / Walnut Creek	2,002		12.7
35	Dougherty Valley	7,646	382	12.2
98X	Martinez Express	7,782	389	12.2
320	DVC / Concord	1,356		12.1
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,635		12.0
16	Alhambra Ave / Monument Blvd	12,376	619	11.7
28	North Concord / Martinez	6,735	337	11.5
95X	San Ramon / Danville Express	2,295	115	11.3
315	Concord / Willow Pass / Landana	662		10.9
19	Amtrak / Pacheco Blvd / Concord	2,686	134	9.8
97X	Bishop Ranch Express	1,793	90	9.1
36	San Ramon / Dublin	4,724	236	8.8
5	Creekside / Walnut Creek	1,637	82	8.6
301	Rossmoor / John Muir Medical Center	700		8.6
7	Shadelands / Pleasant Hill / Walnut Creek	4,697	235	7.4
2	Rudgear / Walnut Creek	1,045	52	6.2
8*	Monument Shuttle	2,343	117	4.8
6L	Orinda / Orinda Village	49	2	3.9
250*	St Mary's College Gael Rail Shuttle	289	3	3.3
25	Lafayette / Walnut Creek	676	34	2.9

NOTE: * Rts 8 & 250 data comes from Link Operators

** Rts 4H & 20W are seasonal routes

AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Mar-09 (3/22-3/31)	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10
1	Rossmoor / Shadelands	396	484	458	442	371	342	429	436	413				
2	Rudgear / Walnut Creek	60	85	75	59	55	54	66	66	52				
4	Walnut Creek Downtown Shuttle	843	1,042	1,061	1,045	977	941	1,027	997	1,038				
** 4H	Walnut Creek Extended Holiday Shuttle									2				
5	Creekside / Walnut Creek	68	97	86	76	71	66	83	81	82				
6	Lafayette / Moraga / Orinda	450	487	477	353	290	286	551	527	481				
6L	Orinda / Orinda Village	7	20	11	6	2	4	4	1	2				
7	Shadelands / Pleasant Hill / Walnut Cre	203	251	239	221	188	181	251	250	235				
* 8	Monument Shuttle	105	90	88	103	89	94	110	109	117				
9	DVC / Walnut Creek	615	671	667	534	497	529	709	633	635				
10	Concord / Clayton Rd	945	999	1,042	940	837	773	1,083	1,072	1,042				
11	Treat Blvd / Oak Grove	347	383	453	312	252	236	352	313	298				
14	Monument Blvd	920	803	782	703	615	569	830	825	743				
15	Treat Boulevard	721	658	694	559	449	448	715	696	617				
16	Alhambra Ave / Monument Blvd	464	516	568	547	488	489	637	624	619				
17	Olivera/Solano / Salvio / North Concord	334	334	360	280	221	230	329	330	316				
18	Amtrak / Merello / Pleasant Hill	423	400	444	356	357	351	517	488	442				
19	Amtrak / Pacheco Blvd / Concord	128	143	125	131	111	116	154	155	134				
20	DVC / Concord	1,205	1,216	1,172	1,031	968	942	1,218	1,177	1,139				
** 20W	Waterworld				21	50	24							
21	Walnut Creek / San Ramon Transit Cen	626	695	694	641	559	552	836	778	648				
25	Lafayette / Walnut Creek	22	67	54	38	30	38	34	36	34				
28	North Concord / Martinez	332	415	398	328	290	307	365	332	337				
35	Dougherty Valley	322	370	355	350	351	311	446	359	382				
36	San Ramon / Dublin	255	293	273	235	203	193	246	238	236				
91X	Concord Commuter Express	52	62	52	52	46	48	47	51	50				
92X	Ace Shuttle Express	147	118	132	174	144	152	160	151	134				
93X	Kirk Pass Express	156	183	191	172	173	164	206	191	169				
95X	San Ramon / Danville Express	95	116	121	124	102	105	117	108	115				
96X	Bishop Ranch Express	347	423	397	440	379	299	415	408	395				
97X	Bishop Ranch Express	91	121	106	109	115	116	114	106	90				
98X	Martinez Express	326	422	409	324	287	215	423	406	389				
* 250	St Mary's College Gael Rail Shuttle	4	3	3				3	5	3				
600's	Select Service	1,127	1,322	1,463	549	96	220	1,538	1,533	1,018				
TOTALS		12,134	13,292	13,450	11,256	9,658	9,593	14,014	13,283	12,408	0	0	0	0

NOTE: * Data comes from Link Operators
 *** These are seasonal routes

AVERAGE WEEKEND BOARDINGS TREND

Route	Destination Information	Mar-09 (3/22-3/31)												
		1 Day 4 Days	5 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days		
SATURDAY													Mar-10	
4	Walnut Creek Downtown Shuttle	537	705	636	400	328	427	569	535	599				
** 4H	Walnut Creek Extended Holiday Shuttle									14				
6	Lafayette / Moraga / Orinda	0	118	111	56	87	89	192	162	139				
** 20W	Waterworld				15	44	43							
* 250	St Mary's College Gael Rail Shuttle	16	20	15	0	0	7	51	33	31				
301	Rossmoor / John Muir Medical Center	82	139	103	85	98	94	112	111	96				
311	Concord / Oak Grove / Treat Blvd / WC	173	238	180	135	166	130	214	212	238				
314	Clayton Rd / Monument Blvd / PH	629	1,153	1,071	748	766	748	1,120	1,185	1,138				
315	Concord / Willow Pass / Landana	66	124	74	54	68	64	92	102	92				
316	Alhambra / Merello / Pleasant Hill	224	396	336	238	261	264	297	360	302				
320	DVC / Concord	99	221	187	115	141	123	176	215	204				
321	San Ramon / Walnut Creek	114	325	328	208	269	256	281	272	263				
TOTALS		1,940	3,439	3,041	2,054	2,226	2,245	3,103	3,189	3,117	0	0	0	0

Route	Destination Information	Mar-09 (3/22-3/31)												
		2 Days 4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	
SUNDAY													Mar-10	
4	Walnut Creek Downtown Shuttle	298	558	395	313	193	361	394	393	489				
** 4H	Walnut Creek Extended Holiday Shuttle													
6	Lafayette / Moraga / Orinda	13	49	61	41	29	71	119	96	146				
** 20W	Waterworld				26	32	22			0				
* 250	St Mary's College Gael Rail Shuttle	25	17	10	0	0	7	24	20	25				
301	Rossmoor / John Muir Medical Center	38	77	57	45	46	39	53	45	79				
311	Concord / Oak Grove / Treat Blvd / WC	79	146	82	110	99	100	135	156	171				
314	Clayton Rd / Monument Blvd / PH	604	687	666	580	507	521	693	780	944				
315	Concord / Willow Pass / Landana	23	84	37	44	42	43	50	50	74				
316	Alhambra / Merello / Pleasant Hill	112	204	165	150	146	161	190	204	230				
320	DVC / Concord	60	133	84	62	68	73	103	81	135				
321	San Ramon / Walnut Creek	127	216	176	172	128	133	196	186	237				
TOTALS		1,376	2,169	1,733	1,541	1,289	1,531	1,958	2,012	2,529	0	0	0	0

NOTE: * Data comes from Link Operators
 ** These are seasonal routes

AVERAGE WEEKEND BOARDINGS TREND

Route	Destination Information	Mar-09 (3/22-3/31)												
		1 Day	Apr-09 4 Days	May-09 5 Days	Jun-09 5 Days	Jul-09 4 Days	Aug-09 5 Days	Sep-09 4 Days	Oct-09 5 Days	Nov-09 4 Days	Dec-09	Jan-10	Feb-10	Mar-10
SATURDAY														
4	Walnut Creek Downtown Shuttle	537	705	636	400	328	427	569	535	599				
** 4H	Walnut Creek Extended Holiday Shuttle													14
6	Lafayette / Moraga / Orinda	0	118	111	56	87	89	192	162	139				
** 20W	Waterworld				15	44	43							
* 250	St. Mary's College Gael Rail Shuttle	16	20	15	0	0	7	51	33	31				
301	Rossmoor / John Muir Medical Center	82	139	103	85	98	94	112	111	96				
311	Concord / Oak Grove / Treat Blvd / WC	173	238	180	135	166	130	214	212	238				
314	Clayton Rd / Monument Blvd / PH	629	1,153	1,071	748	766	748	1,120	1,185	1,138				
315	Concord / Willow Pass / Landana	66	124	74	54	68	64	92	102	92				
316	Alhambra / Merello / Pleasant Hill	224	396	336	238	261	264	297	360	302				
320	DVC / Concord	99	221	187	115	141	123	176	215	204				
321	San Ramon / Walnut Creek	114	325	328	208	269	256	281	272	263				
TOTALS		1,940	3,439	3,041	2,054	2,226	2,245	3,103	3,189	3,117	0	0	0	0

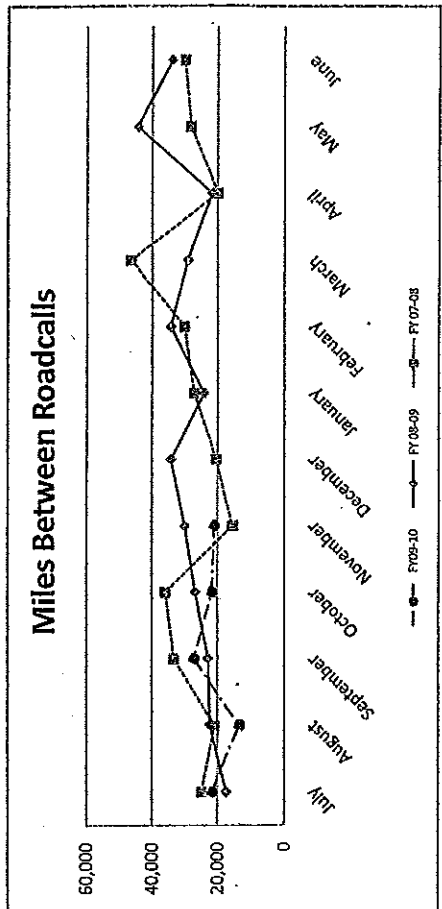
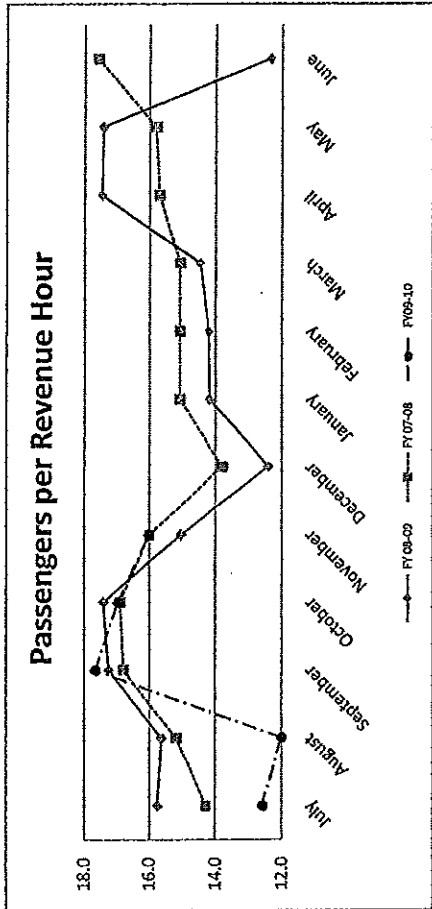
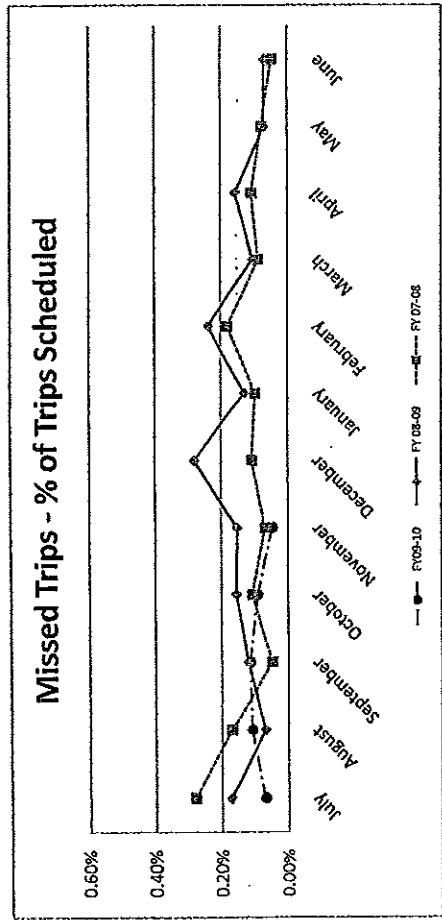
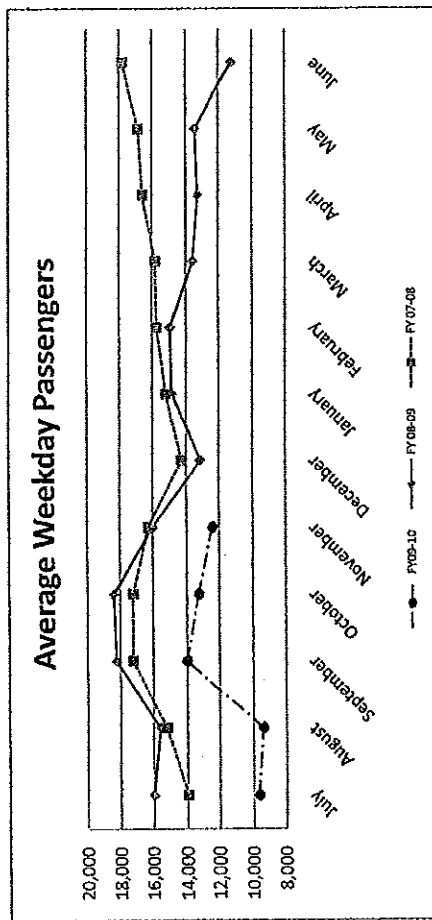
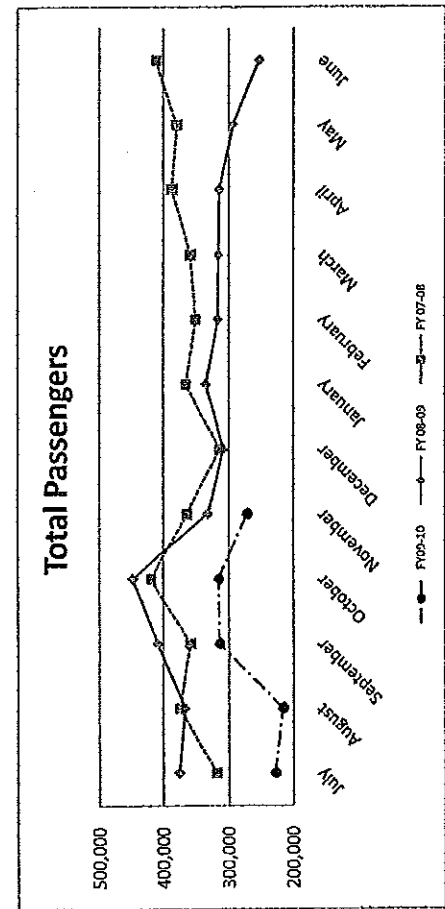
Route	Destination Information	Mar-09 (3/22-3/31)												
		2 Days	Apr-09 4 Days	May-09 5 Days	Jun-09 4 Days	Jul-09 4 Days	Aug-09 5 Days	Sep-09 4 Days	Oct-09 4 Days	Nov-09 5 Days	Dec-09	Jan-10	Feb-10	Mar-10
SUNDAY														
4	Walnut Creek Downtown Shuttle	298	558	395	313	193	361	394	393	391				
6	Lafayette / Moraga / Orinda	13	49	61	41	29	71	119	96	116				
** 20W	Waterworld				26	32	22							
* 250	St. Mary's College Gael Rail Shuttle	25	17	10	0	0	7	24	20	20				
301	Rossmoor / John Muir Medical Center	38	77	57	45	46	39	55	45	63				
311	Concord / Oak Grove / Treat Blvd / WC	79	146	82	110	99	100	135	156	137				
314	Clayton Rd / Monument Blvd / PH	604	687	666	580	507	521	693	780	755				
315	Concord / Willow Pass / Landana	23	84	37	44	42	43	50	50	59				
316	Alhambra / Merello / Pleasant Hill	112	204	165	150	146	161	190	204	184				
320	DVC / Concord	60	133	84	62	68	73	103	81	108				
321	San Ramon / Walnut Creek	127	216	176	172	128	133	196	186	190				
TOTALS		1,576	2,169	1,733	1,541	1,289	1,531	1,958	2,012	2,023	0	0	0	0

NOTE: * Data comes from Link Operators
 ** These are seasonal routes

RAMP EVENTS BY ROUTE

November 2009

<u>Route</u>	<u>Ramp Events</u>
20	285
28	260
16	229
10	197
9	189
4	160
6	137
14	135
1	112
98X	94
21	91
314	68
15	65
18	60
17	48
2	44
11	38
5	35
35	33
316	33
320	32
96X	25
93X	24
311	23
19	15
321	15
600's	15
92X	11
7	8
36	8
315	5
95X	2
97X	1
<hr/> Total	<hr/> 2,497



Route Descriptions

Route #	Description
1	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave, BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center, N Wiget Ln, Shadelands Office Park
2	Rudgear Rd, Stewart Ave, Trotter Wy, Dapplegray Rd, Palmer Rd, Mountain View Blvd, San Miguel Dr, N & S California Blvd, BART Walnut Creek
4	BART Walnut Creek, N California Blvd, Locust St, Mt Diablo Blvd, Broadway Plaza, S Main St, Pringle Ave
4H	Walnut Creek Extended Holiday Service (November 27 thru December 31)
5	BART Walnut Creek, Riviera Ave, Parkside Dr, N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, S Main St, Creekside Dr
6	BART Orinda, Moraga Wy, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
6L	BART Orinda, Orinda Wy
7	BART Pleasant Hill, Treat Blvd, Bancroft Rd, Ygnacio Valley Rd, Shadelands Office Park, Marchbanks, BART Walnut Creek, Riviera Ave, Buena Vista, Geary Rd
8	Monument Blvd, Peach St, Virginia Ln, Robin Ln, Meadow Ln, Sunshine Dr, Detroit Ave, Walters Wy, San Miguel Rd, Galindo, Clayton Rd, Gateway Blvd, Willow Pass Rd, Sun Valley Blvd, Contra Costa Blvd
9	DVC, Contra Costa Blvd, Ellinwood Wy, JFK University, Gregory Ln, Cleaveland Rd, Boyd Rd, W Hookston Rd, Patterson Blvd, Oak Park Blvd, Coggins Dr, BART Pleasant Hill, N Main St, N California Blvd, BART Walnut Creek
10	BART Concord, Clayton Rd, Center St, Marsh Creek Rd
11	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, BART Pleasant Hill
14	BART Concord, Oak St, Laguna St, Detroit Ave, Monument Blvd, Mohr Ln, David Ave, Bancroft Rd, Treat Blvd, BART Pleasant Hill
15	BART Concord, Port Chicago Highway, Salvio St, Parkside Dr, Willow Pass Rd, Landana Dr, West St, Clayton Rd, Treat Blvd, BART Pleasant Hill, Oak Rd, N Civic Dr, Ygnacio Valley Rd, BART Walnut Creek
16	BART Concord, Oak St, Galindo St, Monument Blvd, Crescent Plaza, Cleaveland Rd, Gregory Ln, Pleasant Hill Rd, Alhambra Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak
17	BART Concord, Grant St, East St, Solano Wy, Olivera Rd, Port Chicago Highway, BART North Concord
18	BART Pleasant Hill, Oak Rd, Buskirk Ave, Crescent Plaza, Gregory Ln, Pleasant Hill Rd, Taylor Blvd, Morello Ave, Viking Dr, Contra Costa Blvd, DVC, Old Quarry Rd, Pacheco Blvd, Muir Rd, Arnold Dr, Morello, Pacheco Blvd, Martinez Amtrak
19	BART Concord, Galindo St, Concord Ave, Bisso Ln, Stanwell Dr, John Glenn Dr, Galaxy Wy, Diamond Blvd, Contra Costa Blvd, Pacheco Blvd, Martinez Amtrak
20	BART Concord, Grant St, Concord Blvd, Clayton Rd, Gateway Blvd, Willow Pass Rd, Sun Valley Blvd, Golf Club Rd, DVC
21	BART Walnut Creek, N & S California Blvd, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Danville Park & Ride, Camino Ramon, Fostoria Wy, San Ramon Transit Center
25	BART Lafayette, Mt Diablo Blvd, Highway 24, Highway 680, BART Walnut Creek
28	BART North Concord, Port Chicago Highway, Bates Ave, Commercial Cir, Pike Ln, Arnold Industrial Wy, Marsh Dr, Contra Costa Blvd, Chilpancingo Pkwy, Old Quarry Rd, DVC, Highway 680, Highway 4, Center Ave, VA Clinic, Howe Rd, Pacheco Blvd, Martinez Amtrak
35	BART Dublin, Dublin Blvd, Dougherty Rd, Bollinger Canyon Rd, B Branch Pkwy, Windemere Pkwy, Sunset Dr, Bishop Dr, Executive Pkwy, San Ramon Transit Center
36	BART Dublin, Dublin Blvd, Village Pkwy, Alcosta Blvd, Fircrest Ln, San Ramon Valley Blvd, Tareyton Ave, Bollinger Canyon Rd, Crow Canyon Rd, Executive Pkwy, San Ramon Transit Center
91X	BART Concord, Galindo St, Concord Ave, John Glenn Dr, Galaxy Wy, Chevron, Diamond Blvd, Willow Pass Rd, Gateway Blvd, Clayton Rd, Oak St
92X	Shadelands Office Park, Ygnacio Valley Rd, Highway 680, Danville Park & Ride, Crow Canyon Rd, Bishop Ranch 15, San Ramon Transit Center, Camino Ramon, ATT, Sunset Dr, Chevron, Ace Train Station Pleasanton
93X	BART Walnut Creek, Ygnacio Valley Rd, Shadelands Office Park, Oak Grove Rd, Kirker Pass-Rode, Railroad Ave, Buchanan Rd, Somersville Rd, Fairview Dr, Delta Fair Blvd, Highway 4, Hillcrest Park & Ride
95X	BART Walnut Creek, Highway 680, Crow Canyon Pl, Fostoria Wy, Camino Ramon, San Ramon Transit Center
96X	BART Walnut Creek, Highway 680, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
97X	BART Dublin, Highway 680, Highway 580, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
98X	BART Walnut Creek, N Main St, Highway 680, Sun Valley Blvd, Contra Costa Blvd, Concord Ave, Diamond Blvd., Highway 680, Highway 4, Alhambra Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak

Route Descriptions

250	St Mary's College, St Marys Rd, Moraga Rd, Mt Diablo Blvd, BART Lafayette
301	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave, BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center
311	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, BART Pleasant Hill
314	Ayers Rd, Concord Blvd, Kirker Pass Rd, Clayton Rd, BART Concord, Oak St, Laguna St, Detroit Ave, Monument Blvd, Mohr Ln, David Ave, Crescent Plaza, Cleveland Rd, Gregory Ln, Contra Costa Blvd, DVC
315	BART Concord, Port Chicago Highway, Salvio St, Parkside Dr, Willow Pass Rd, Landana Dr, West St, Clayton Rd
316	BART Pleasant Hill, Oak Rd, Buskirk Ave, Crescent Plaza, Gregory Ln, Contra Costa Blvd, Golf Club Rd, DVC, Old Quarry Rd, Pacheco Blvd, Muir Rd, Arnold Dr, Pacheco Blvd, Morrelo Ave, Martinez Amtrak, Berrellesa St, Alhambra Ave
320	BART Concord, Grant St, Concord Blvd, Clayton Rd, Gateway Blvd, Willow Pass Rd, Diamond Blvd, Concord Ave, Chilpancingo Pkwy, Old Quarry Rd, DVC
321	BART Walnut Creek, N & S California Blvd, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Camino Ramon, Fostoria Wy, San Ramon Transit Center- Shops at BR.
601	N Civic Dr, Parkside Dr, Riveria Ave, BART Walnut Creek, Trinity Ave, Oakland Blvd, Boulevard Wy, Tice Valley Blvd, Meadow Rd, Castle Hill Rd, Danville Blvd, Hillgrade Ave, Crest Ave, Rossmoor Shopping Center
602	Walnut Blvd, Oro Valley Cir, Mountain View Blvd, Rudgear Rd, Stewart Ave, Trotter Wy, Dapplegray Rd, Palmer Rd, Mountain View Blvd, San Miguel Dr, N & S California Blvd, BART Walnut Creek
603	Camino Pablo, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
605	N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, Newell Ave, Lila Dr, S Main St, Creekside Dr
606	BART Orinda, Orinda Wy, Miner Rd, Honey Hill Rd, Via Las Cruces, Saint Stephens Dr, Orinda Woods Dr, Moraga Wy, Ivy Dr, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
607	BART Pleasant Hill, Treat Blvd, Bancroft Rd, Ygnacio Valley Rd, Oak Grove Rd, Walnut Ave
608	VA Clinic, Center Ave, Pacheco Blvd, Contra Costa Blvd, Chilpancingo Pkwy, Old Quarry Rd, DVC
609	BART Walnut Creek, Ygnacio Valley Rd, Marchbanks Dr, Walnut Ave
610	BART Concord, Clayton Rd, Ayers Rd, Concord Blvd, Kirkwood Dr, Oakhurst Dr, Center St, Marsh Creek Rd, Mountaire Pkwy, Mountaire Cir
611	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, Bancroft Rd, Minert Rd
612	BART Concord, Clayton Rd, Ayers Rd, Concord Blvd, Kirker Pass Rd, Washington Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr, Michigan Blvd
613	Minert Rd, Oak Grove Rd, Monument Blvd, Detroit Ave, Laguna St, Oak St, BART Concord
614	BART Concord, Clayton Rd, Michigan Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr
615	Concord Blvd, Landana Dr, Willow Pass Rd, Parkside Dr, Salvio St, East St, Clayton Rd, Oakland Ave, Mount Diablo St, BART Concord
616	Treat Blvd, Bancroft Rd, Minert Rd, Oak Grove Rd, Monument Blvd, San Miguel Rd, Galindo St, Oak St, BART Concord
619	Minert Rd, Oak Grove Rd, Monument Blvd, Mohr Ln, David Ave, Bancroft Rd, Treat Blvd, BART Pleasant Hill
622	Pine Valley Rd, Broadmoor Dr, Montevideo Dr, Alcosta Blvd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara
623	Danville Blvd, Stone Valley Rd, Green Valley Rd, Diablo Rd, Hartz Ave, San Ramon Valley Blvd, Sycamore Valley Rd, Camino Tassajara, Tassajara Ranch Rd, Crow Canyon Rd, Anabel Ln
625	Rossmoor Shopping Center, Tice Valley Blvd, Olympic Blvd, Pleasant Hill Rd, Acalanes Ave, Stanley Blvd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd
626	St Mary's College, St Marys Rd, Rohrer Dr, Moraga Rd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd
627	BART North Concord, Port Chicago Highway, Bates Ave, Mason Cir
635	Bollinger Canyon Rd, Dougherty Rd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara, Lusitano St, Charbray St
636	San Ramon Transit Center, Executive Pkwy, Crow Canyon Rd, Bollinger Canyon Rd, San Ramon Valley Blvd, Broadmoor Dr, Alcosta Blvd, Fircrest Ln, Village Pkwy, Dublin Blvd, BART Dublin

The County Connection

Inter Office Memo

To: Operations and Scheduling Committee

Date: December 29, 2009

From: Anne Muzzini, Director of Planning and Tech Services *AM*

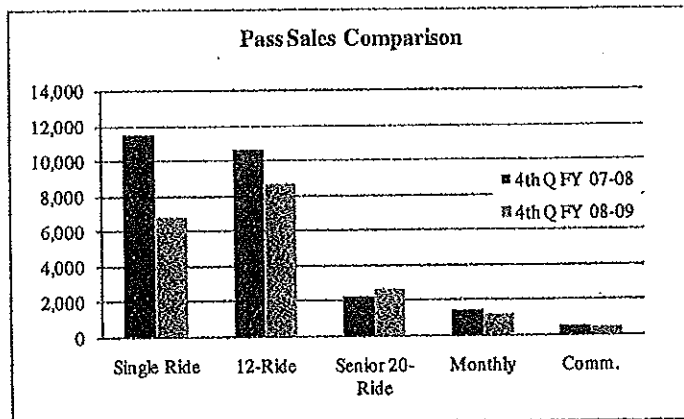
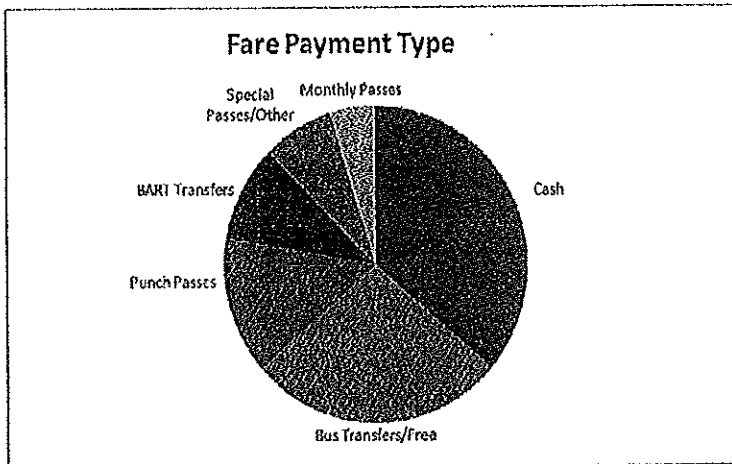
Reviewed By:

SUBJECT: Fare Payment by Type

SUMMARY OF ISSUES:

In November the Committee discussed their desire to evaluate how our different fare payment media were being used by the rider. There was a desire to simplify the number of passes and tickets sold. This memo presents information to the Committee about how riders are choosing to pay and the impact on their choice since the fare increase in March of 2009.

In summary, most passengers 36% pay with cash (or single ride tickets) and 14% pay with a punch pass and 5% pay with the monthly pass.



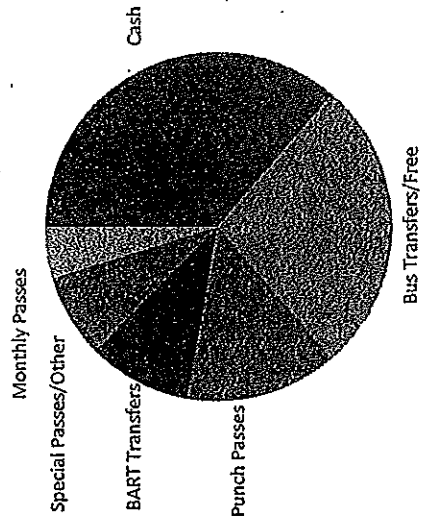
Ridership by Fare Payment

Route	Adult/Youth Cash	Bus Transfer	Free	12 Ride Punch	Bart Transfer	Senior Cash	Monthly Pass	Other/Special Passes	Senior 20 Ride Punch	Commuter Cash	Commuter Card	Bart Plus	Promo
Jul-09	71,584	37,714	26,270	10,691	23,043	15,806	10,171	13,252	9,362	2,374	1,338	3,301	1,641
Aug-09	71,167	35,214	28,512	11,828	21,413	13,712	7,843	10,529	8,616	1,530	1,390	2,796	1,596
Sep-09	88,307	48,536	31,648	36,109	29,250	19,426	14,961	17,044	10,492	6,098	1,639	3,907	7,132
Oct-09	82,285	50,749	32,989	39,489	31,171	18,409	18,236	17,659	12,448	5,792	2,168	4,480	340
Nov-09	70,389	45,135	31,186	32,106	26,961	16,434	13,499	14,248	10,217	4,879	1,903	3,634	160
Total	383,732	217,348	150,605	130,224	131,838	83,788	64,710	72,731	51,135	20,674	8,438	18,118	10,869
Percent	29%	16%	11%	10%	10%	6%	5%	5%	4%	2%	1%	1%	1%

Grouped by Type of Payment

	July - Nov	Percent
Cash	488,193	36%
Bus Transfers/Free	367,952	27%
Punch Passes	189,796	14%
BART Transfers	131,838	10%
Special Passes/Other	101,718	8%
Monthly Passes	64,710	5%
Total	1,344,209	

Fare Payment Type



The County Connection

Inter Office Memo

To: Operations and Scheduling Committee
 From: Celinda Dahlgren, Director of Administration

Date: 27 January 2010
 Reviewed By:

SUBJECT: LINK Monthly Operating Report – December 2009

SUMMARY OF ISSUES:	Presented for your review is the monthly operating report for LINK for December, 2009
RECOMMENDATIONS:	Information only
FINANCIAL IMPLICATIONS:	N/A
OPTIONS:	Information only
ACTION REQUESTED:	Information only
ATTACHMENTS:	CCCTA LINK Monthly Operating Summary, December 2009

ADDITIONAL INFORMATION:

As compared to last December, there was a significant drop in total ridership on LINK with an accompanying drop in both revenue and service hours and miles. However, this drop is almost entirely attributable to a nearly 42% drop in attendants. This is likely due to the database clean up that began several months ago to be sure that all attendants counted were actually needed by the client, and were actually riding with the client for the particular trip.

Subscription trips make up 70% of all client trips, and the number of wheelchair users actually rose by 6% over last December. The quarterly spot check of lift deployments indicate that 72% of all LINK passengers, even those who are ambulatory, need the lift to board.

On the down side, schedule adherence, no shows, complaints, and driver turnover are slightly higher than they were one year ago.

The migration to Trapeze® 9 was completed and went live on January 27, 2010, and seems to be working well. Over the next several weeks, staff will be working to refine the LINK service parameter polygons so that a scheduler will know electronically whether or not a requested trips is within the LINK service area.

CCCTA LINK
MONTHLY OPERATING SUMMARY
December FY09-10


SUMMARY	December FY08/09	December FY09/10	YTD FY08/09	YTD FY09/10
TOTAL CLIENTS	12,772	12,684	78,507	78,950
TOTAL ATTENDANTS	1,686	983	7,954	6,622
TOTAL COMPANIONS	120	73	648	499
TOTAL PASSENGERS	14,578	13,740	87,109	86,071
TOTAL SERVICE DAYS	30	30	180	180
VEHICLE REVENUE HOURS	7278.6	6917.5	43880.9	42252.4
VEHICLE SERVICE HOURS	8958.5	8460.8	53627.5	51351.6
VEHICLE NON REV HOURS	1679.9	1543.3	9746.5	9033.8
VEHICLE SERVICE MILES	144227.0	129447.0	868073.0	830047.0
VEHICLE REVENUE MILES	118857.0	106002.0	720005.0	686631.0
VEHICLE NON REV MILES	25370.0	24713.0	126068.0	144684.0
PASS. PER REVENUE HOUR	2.00	1.99	1.99	2.04
CLIENT PER REVENUE HOUR	1.75	1.83	1.79	1.87
PASS. PER SERVICE HOUR	1.63	1.62	1.62	1.68
PASS. PER SERVICE MILE	0.10	0.11	0.10	0.10
PASS. PER REVENUE MILE	0.12	0.13	0.12	0.13
TOTAL TRANSFER TRIPS	1,126	1,080	7,909	7,767
SAME DAY TRIPS	99	135	502	546
*SUBSCRIPTION TRIPS	N/A	8,869	N/A	17,439
*DEMAND	N/A	3,815	N/A	7,402
FAREBOX REVENUE	\$15,593.25	\$15,402.63	\$99,355.28	\$98,008.63
PREPAID CLIENTS	\$16,571.75	\$21,372.00	\$98,887.05	\$124,996.72
COLLECTED BILLING	\$20,692.00	\$1,200.00	\$66,005.00	\$56,740.00
TOTAL REVENUE COLLECTED	\$52,857.00	\$37,974.63	\$264,247.33	\$279,745.35
CHARGEABLE ACCIDENTS	1	2	6	8
SERVICE COMPLAINTS	0	1	3	4
SERVICE COMMENDATIONS	0	4	12	16
SERVICE DENIALS	0	0	0	0
ROAD CALLS	1	4	13	17
DRIVER TURNOVER	0.0	1.3	4.0	5.3
SCHEDULE ADHERENCE	98%	97%	98%	97%
WHEELCHAIR BOARDINGS	3,460	3,663	21,946	22,497
WC LIFT AVAILABILITY	100%	100%	100%	100%
REGISTERED CLIENTS	8,015	8,665	N/A	N/A
UNDUPLICATED CLIENTS	1,182	1,126	N/A	N/A
NO-SHOWS	33	47	360	201
CANCELS	3,690	2,217	19,388	11,225
AVG. TRIP LENGTH (MILES)	9.9	9.4	10.0	9.6
AVG. SM BUSES IN SERVICE	3	3	3	3
AVG. BUSES IN SERVICE	48	48	48	48
TOTAL FUEL/GALLONS	19,176	22,268	114,788	119,319
FLEET M.P.G.	7.5	9.0	7.6	7.0
AMB LIFT BOARDINGS	5310	5476	10696	10884
*DRIVER ROAD CHECK	N/A	28	N/A	64
*RIDER SURVEY'S	N/A	0	N/A	2

*FIRST MONTH REPORTING THESE FIGURES

The County Connection

Inter Office Memo

To: Operations and Scheduling Committee
 From: Celinda Dahlgren, Director of Administration

Date: 16 December 2009
 Reviewed By: 

SUBJECT: LINK Monthly Operating Report – November 2009

SUMMARY OF ISSUES: Presented for your review is the monthly operating report for LINK for November 2009

RECOMMENDATIONS: Information only

FINANCIAL IMPLICATIONS: N/A

OPTIONS: Information only

ACTION REQUESTED: Information only

ATTACHMENTS: *CCCTA LINK Monthly Operating Summary, November 2009*
Rider Survey Form
Driver Road Check and Evaluation Form

ADDITIONAL INFORMATION:

Trips for the month and year to date are running slightly behind last year, with the same number of total service days.

“No Shows” are at an all time low of only ten “no shows” for the entire month. Year to date “no shows” are less than half of what they were last year by this time. Cancellations are also only 57% of what they were last year at this time. For November, transfer trips were up by 21%, but slightly down overall year to date.

As a result of reviewing contract requirements for reporting, new report categories are included in this month’s report: Subscription Trips, Demand Trips, Drive Road Checks, and Rider Surveys. The Rider Surveys are done during the monthly on board trips that reservationists are required to make as part of the First Transit “knock your socks off” customer service program to evaluate customer experience with the service. A copy of the survey, and the Driver Road Check form, are attached for your information.

CCCTA LINK
MONTHLY OPERATING SUMMARY
November FY09-10

SUMMARY	November FY08/09	November FY09/10	YTD FY08/09	YTD FY09/10
1 TOTAL CLIENTS	11,829	12,157	65,735	66,266
2 TOTAL ATTENDANTS	1,208	995	6,268	5,639
3 TOTAL COMPANIONS	114	76	528	426
4 TOTAL PASSENGERS	13,151	13,228	72,531	72,331
5 TOTAL SERVICE DAYS	29	29	150	150
6 VEHICLE REVENUE HOURS	6583.4	6524.7	36602.3	35334.9
7 VEHICLE SERVICE HOURS	8018.6	7998.5	44669.0	42890.8
8 VEHICLE NON REV HOURS	1435.1	1473.8	8066.6	7490.5
9 VEHICLE SERVICE MILES	129423.0	125553.0	723846.0	700600.0
10 VEHICLE REVENUE MILES	107303.0	108004.0	601148.0	580629.0
11 VEHICLE NON REV MILES	22120.0	17549.0	100698.0	119971.0
12 PASS. PER REVENUE HOUR	2.00	2.03	1.98	2.05
13 CLIENT PER REVENUE HOUR	1.80	1.86	1.80	1.88
14 PASS. PER SERVICE HOUR	1.64	1.65	1.62	1.69
15 PASS. PER SERVICE MILE	0.10	0.11	0.10	0.10
16 PASS. PER REVENUE MILE	0.12	0.12	0.12	0.12
17 TOTAL TRANSFER TRIPS	1,189	1,446	6,783	6,687
18 SAME DAY TRIPS	63	88	403	411
19 *SUBSCRIPTION TRIPS	N/A	8,570	N/A	8,570
20 *DEMAND	N/A	3,587	N/A	3,587
21 FAREBOX REVENUE	\$14,938.00	\$15,060.00	\$83,762.03	\$82,606.00
22 PREPAID CLIENTS	\$12,141.30	\$22,507.00	\$82,315.30	\$103,624.72
23 COLLECTED BILLING	\$10,654.00	\$17,748.00	\$45,313.00	\$55,540.00
24 TOTAL REVENUE COLLECTED	\$37,733.30	\$55,315.00	\$211,390.33	\$241,770.72
25 CHARGEABLE ACCIDENTS	1	2	5	3
26 SERVICE COMPLAINTS	0	1	3	5
27 SERVICE COMMENDATIONS	2	0	12	4
28 SERVICE DENIALS	0	0	0	0
29 ROAD CALLS	0	4	12	17
30 DRIVER TURNOVER	0.0	0.0	4.0	4.0
31 SCHEDULE ADHERENCE	96%	94%	96%	94%
32 WHEELCHAIR BOARDINGS	3,211	3,586	18,486	18,834
33 W/C LIFT AVAILABILITY	100%	100%	100%	100%
34 REGISTERED CLIENTS	8,007	8,546	N/A	N/A
35 UNDUPLICATED CLIENTS	1,204	1,130	N/A	N/A
36 NO-SHOWS	35	10	327	154
37 CANCELS	2,872	1,864	15,698	9,008
38 AVG. TRIP LENGTH (MILES)	9.8	9.5	10.0	9.7
39 AVG. SM BUSES IN SERVICE	3	3	3	3
40 AVG. BUSES IN SERVICE	48	48	48	48
41 TOTAL FUEL/GALLONS	18,687	14,565	95,612	97,051
42 FLEET M.P.G.	6.9	9.0	7.6	7.2
43 *DRIVER ROAD CHECK	N/A	36	N/A	36
44 *RIDER SURVEY'S	N/A	2	N/A	2

*FIRST MONTH REPORTING THESE FIGURES

The County Connection

Inter Office Memo

To: Operations and Scheduling Committee
 From: Celinda Dahlgren, Director of Administration

Date: 30 December 2009

Reviewed By: *[Signature]*

SUBJECT: LINK Transfer Trips Update

SUMMARY OF ISSUES:

At the December 2009 meeting, the Committee requested an update and further information regarding interjurisdictional LINK transfer trips.

The attached report shows a summary of all LINK transfer trips for FY 2008/09.

The LINK number is the number of trips requested by our riders to other providers, and the numbers from the other providers reflect the number of transfers to LINK from those providers.

The largest number of transfer trips is between LINK and Tri Delta Transit.

RECOMMENDATIONS:

Information only

FINANCIAL IMPLICATIONS:

Staff is beginning to explore options for providing transfer trips in a more cost-effective manner, beginning with Tri Delta Transit trips. At this time, potential cost savings are unknown.

OPTIONS:

N/A – Information only

ACTION REQUESTED:

N/A

ATTACHMENTS:

Transfer Trip Report – Year End 08/09

ADDITIONAL INFORMATION:

In FY 2009, LINK provided 15,499 transfer trips. Of those, 29% were requested by LINK riders to other providers, and 31% were transfers from Tri Delta to LINK. Almost all transfers between LINK and Tri Delta occur at the North Concord BART station.

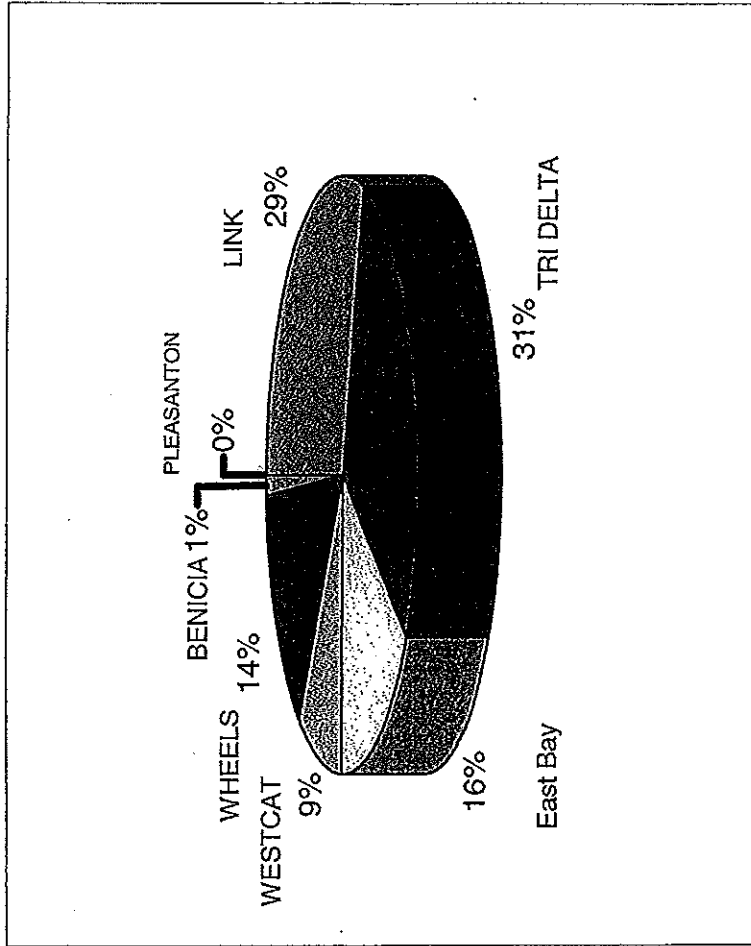
Staff looked at the transfer trips provided in March 2009 to determine an average cost per trip, of which 318 were transfers from Tri Delta. The total cost for these trips was \$5,717.64 based on marginal costs (hourly plus fuel) paid to First Transit during that month for all paid trips (clients + companions), minus fares, divided by total number of trips, for a cost of \$21.48 per trip. Tri Delta's cost per trip was \$22.08 per trip.

TRANSFER TRIP REPORT YEAR END 08/09



AGENCY	# TRIPS
LINK	4521
TRI-DELTA	4656
East Bay Para-Transit	2492
WEST-CAT	1455
WHEELS	2204
BENICIA	150
PLEASANTON	21
TOTAL=	15499

DENIALS	
Link Denials	0
Tri-Delta Denials	0
East Bay Para-Transit Denials	0
West Cat Denials	0
Wheels Denials	0
Benicia Transit Denials	0



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Vacaville's electric-vehicle guru moves on

By Melissa Murphy
The (Vacaville) Reporter

Posted: 01/21/2010 01:18:52 PM PST

Updated: 01/23/2010 12:27:21 PM PST

Owning an electric grill, electric lawn mower and electric car doesn't make Vacaville resident Edward Huestis an environmentalist, he says.

"Yes, it does help out the environment, but it just makes sense to me," he said. "I'm very conservative — a Republican and a Catholic. I'm not what some people would consider a tree hugger."

Leading Vacaville to be on the cutting edge of using electric vehicles, Huestis played a major role in why the city is becoming known as "Voltageville."

But now, Huestis, who was manager of the city's electric vehicle program, is taking a different route since his early retirement in December.

"I've heard people are busier after they retire," he said from his electric Toyota RAV4 EV.

While Huestis plans on spending time with his wife and possibly picking up the hobby of bowling again, he's looking forward to some consulting work and has already been contacted by major auto manufacturers.

He worked for Vacaville for more than 17 years and was originally hired as part of a congestion management agency to help businesses reduce employees' trips to the work site.

When that ended, Vacaville created a job for Huestis that allowed him to look for grants for the city. He also helped employers connect with their employees in neighborhood telecenters, which linked people via the Internet.

"Looking back, we were probably ahead of our time," he said. "But it let people explore the

possibility of working from home."

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Huestis was also the first person in Solano County to

drive a General Motors EV1, a sports coupe that just fit two people.

"It was so unequally designed," he recalled. "People wanted to know about them. We had to plan extra time to go the grocery store because people wanted to ask us questions."

Eventually the lease ran out and the cars were returned to GM and destroyed, a process highlighted in the 2006 documentary, "Who Killed the Electric Car?"

However, in 1999 and 2000 the electric car was back on the scene and Huestis was instrumental in bringing down the price for Vacaville customers

through grants and city incentives.

Today, Vacaville's municipal fleet — including cars used by the volunteer police force — includes 24 electric-powered vehicles. The city also has 40 charging stations, believed to be the largest number per capita in the nation.

Mayor Len Augustine said he is very thankful for Huestis' hard work.

"He's really devoted to alternative fuel," Augustine said. "He is the key to Vacaville being Voltage-ville. He didn't just work at alternative fuel, he lives it. He's definitely a pioneer in electric vehicles and I've got nothing but high praise for him. He lived and breathed his job."

In the near future, Vacaville will have the only Level 3 charging station in the nation, part of a pilot program with the Tokyo Electric Power Co. and PG&E. The charging station will allow electric cars to be fully charged within 20 to 25 minutes instead of five hours, using energy from solar panels already installed atop car stall canopies.

Huestis said that he's most pleased with being able to get more than \$10 million back to the city to help with capital improvement projects, including solar panels on top of City Hall.

Besides helping out the environment, electric cars are quieter, drivers can use the car pool lane anytime and don't have to pay tolls, he said.

"It just makes sense," Huestis said.

A fast track to your wallet

John Diaz

Sunday, January 17, 2010



I have a theory about FasTrak, the electronic toll-collection system that allows motorists to flow onto bridges without stopping to dig into their wallets. As much as it is a convenience for drivers, I suspect it is even more of a convenience to government agencies that want to raise our tolls without provoking a public outcry. Last week, a committee of the Bay Area Toll Authority proposed raising the fee on carpool lanes to \$2.50 - it's free today - and few seemed to care.

"I felt badly that no one was there to speak on behalf of those people who take the carpool lanes," said Berkeley Mayor Tom Bates, a toll authority member who argued - unsuccessfully - that the new toll, if necessary, should at least be rounded off to \$2.

Bates was thinking of the impracticality for casual carpoolers - commuters who pick up strangers to qualify for the three-and-more lane - trying to deal with the new toll. If the toll were \$2, he suggested, each rider might be expected to chip in \$1.

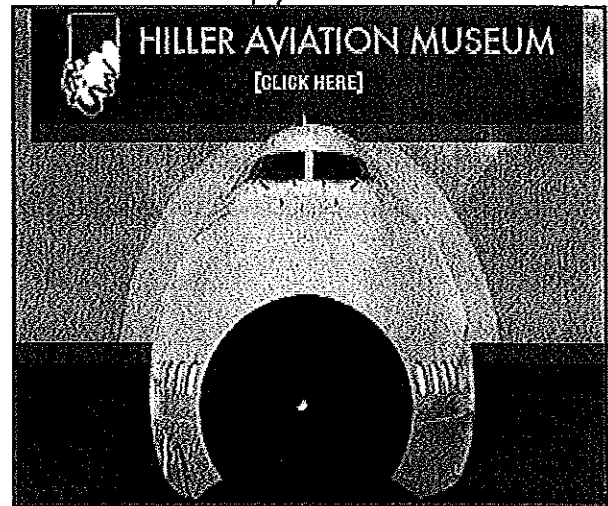
"Come on, 50 cents is not going to make that much difference" to helping cover the costs of bridge construction and maintenance, Bates said in a phone interview last week.

It seems that the four-bit difference does not necessarily bother those who will be paying the bill either. Not a single toll payer showed up at last week's meeting in opposition; only one letter in protest reached The Chronicle.

Therein lies the "FasTrak factor." With most rush-hour commuters having their tolls deducted electronically from their prepaid credit-card deposits, the difference between \$2 and \$2.50 is not nearly as significant as it would have been if people had to rifle through their pockets and ashtrays to pay a toll.

Don't misunderstand, I'm not reflexively against higher tolls or the concept that the people who use the bridges should do more to cover the burden of building and maintaining them. I particularly like the toll authority's plan to move toward "congestion pricing," with tolls rising to \$6 on the bridge during rush hours and lowering to \$4 on nonpeak times. This plan amounts to a smarter use of a scarce resource.

What concerns me is that this fascination with technology - with the ultimate bill tucked deep into monthly credit card bills - might allow our transportation costs to escalate beneath the radar. As of today, a FasTrack transponder can not only be used on Bay Area bridges but also activate on toll lanes in Southern California (deducting charges at the rate of 12 to 50 cents a mile, depending on conditions) and for parking at San Francisco International Airport's long-term structure.



By early September, toll lanes are scheduled to open on Interstate 680 between Route 84 in Sunol and Route 237 in Milpitas. A stretch of Interstate 580 in the Tri-Valley area is expected to have a pay-to-glide lane by 2011.

The Golden Gate Bridge, where 70 percent of vehicles now use FasTrak, is hoping to go to an all-electronic toll system within a few years - eliminating the 33 toll collector positions. It's not a fantasy. Colorado bade farewell to its last toll collector on Dec. 31.

It won't be long before there will be pressure in California, as there has been in other states, to require all vehicles to have toll-collecting devices. The technology exists to have readable chips embedded in license registration stickers.

The easier tolls become to collect, the easier they become to justify. Over Christmas vacation, I was driving between Mexico City and Oaxaca, where the difference between taking the *cuota* (toll) and the *libre* (free) roads could be measured in both hours and wear and tear on one's suspension system. How long before the United States moves toward a two-tier system of road trips?

In San Francisco, the intermittent talk of charging drivers to enter the city's downtown core assumes the deployment of electronic toll collection. How much further can this go? Is it only a matter of time until coin-operated parking meters are replaced with "smart readers" that detect your transponders and assess a fee based on the hour of the day? Will these transponders eventually report how many miles we've driven and assess a carbon tax for exceeding a state-sanctioned ration?

If all this gets out of hand sometime, remember the day when the bureaucracy established a \$2.50 bridge toll, and no one worried about the small change or the big implications.

John Diaz is The Chronicle's editorial page editor. You can e-mail him at jdiaz@sfchronicle.com.

<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2010/01/17/INJN1BH474.DTL>

This article appeared on page **E - 4** of the San Francisco Chronicle

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Jan. 3, 2010

Local

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Rebranding TransLink

By: Will Reisman
 Examiner Staff Writer
 January 3, 2010

SAN FRANCISCO — *As a multiregion transit fare card finally starts to gain momentum two decades after the idea was proposed, officials make a push to build up public enthusiasm by changing its name to Clipper.*

With a history of delays, unfulfilled promises and cost overruns, mentioning the word “TransLink” to a Bay Area resident would likely draw a frustrated sigh.

With the planning and implementation for the multi-agency transit fare card about to enter its third decade, officials are seemingly trying to change the image of the TransLink brand by changing its name.

By the middle of next year, the TransLink card will be called Clipper, a change intended to usher in a new era for the fare card that officials say will eventually be usable on all public transportation systems in the nine-county Bay Area.

Brian Key, a 44-year-old San Francisco resident who has been using TransLink for more than a year, said he doesn’t quite see the point in making the switch to Clipper.

“You know, I love TransLink for what it does for me right now, so I don’t really know why they’re trying to change the name,” Key said. “But if they think that it’s going to get more people using the card, then I guess you can’t fault them for trying something new.”

A reloadable plastic transit pass, the TransLink card can currently be used on Golden Gate Transit and Ferry, the Dumbarton Express, AC Transit and Muni. It is also being rolled out at limited locations on BART and Caltrain.

According to the Metropolitan Transportation Commission, the regional group in charge of managing the program, calling it Clipper will allow the agency to “re-launch TransLink as an improved product



Widening reach: The TransLink fare payment service is currently accepted by Muni, BART, Caltrain, AC Transit and Golden Gate Transit, with more transit providers to come. (Cindy Chew/The Examiner)

and better establish the brand with the Bay Area public.”

TransLink is also a name used by several transit agencies across the world, most notably in Vancouver, British Columbia.

While the Clipper name could conjure up thoughts of a woeful pro basketball franchise, MTC officials prefer to believe the name will evoke images of the Clipper ships of yore, which played a key role in developing the Bay Area as a vital West Coast port.

“We look forward to working with the MTC and all our regional transit providers to make the smart card project successful,” Muni spokesman Judson True said of the name change.

Getting the public to abandon the TransLink name, which was first unveiled in the early 1990s, will not be easy or cheap. All the equipment and signage that bears the current name will have to be changed and the MTC plans on spending \$500,000 in public outreach and maintenance costs to initiate the rebranding effort.

The idea for the regional transit fare card was set in motion in the months following the Loma Prieta earthquake, which crippled the Bay Area's infrastructure and put new emphasis on establishing a more efficient transit network, MTC spokesman John Goodwin said.

Creating a method that connects transit agencies — from Santa Clara County to Sonoma County — into one seamless network, the TransLink card aims to ease public transportation travel, particularly for those riders who use multiple routes and transit systems for their commutes. TransLink, which can be automatically reloaded with more fare value when linked to a credit card or bank account, aims to ultimately allow riders to carry just one card for use within 26 transit systems.

With \$4 million in grant funding, the MTC began developing the TransLink idea in 1993; at that time, officials said they expected that the regional ticket program would be operational in most transit vehicles by 2001. The first magnetic stripe ticket prototype, however, posed too many technical problems and the initial program was discontinued.

In the mid-1990s, officials began looking at “smart card” technology, which would give the system greater capacity to allow the card to work with multiple transit agencies and the differing fare systems.

It wasn't until 2001 that the MTC was able to run a successful test pilot program in a select group of transit vehicles; six years later, only five Bay Area transit agencies — Golden Gate Transit, AC Transit, BART, Muni and Caltrain — had the TransLink equipment installed.

Originally projected to cost about \$25 million for full implementation, the total cost of the project has ballooned to around \$408 million.

The MTC has said that the main challenge to full TransLink implementation has been getting the region's host of competing transit agencies — which includes ferry, bus and train services — on the same page. In Washington, D.C., where there is a similar one-stop card, the region is served by one major transit system. In the Bay Area, there are 26 such agencies.

Along with the region's political issues, the card has also been beset by technological and manufacturing problems. ERG, the company in charge of installing TransLink, has consistently pushed back launch dates for the software, citing glitches in the technology and problems with testing the hardware.

The company, which has suffered a series of financial setbacks this decade, was sued by Sydney for \$88 million for failing to deliver on a promise to introduce a TransLink-type system to the city.

The MTC was also embroiled in a legal showdown with San Diego-based manufacturer Cubic Corp., which sued the agency, claiming it showed unfair practices in awarding its contract to ERG. Although the conflict was eventually resolved, it contributed to TransLink's scheduling woes.

Despite the setbacks, the TransLink effort made strides this year. Muni fully implemented TransLink this summer. The San Francisco transit agency, which carries more than 670,000 passengers each day, currently has nearly 10,000 people using the TransLink card on its system, according to spokesman Judson True.

With BART and Caltrain also onboard, and SamTrans scheduled to be integrated within months, the TransLink program has unprecedented momentum behind it.

In November, an average of 44,250 riders used TransLink, a 135 percent increase in users from November 2008.

BART unsettled about Clipper transition

While the Metropolitan Transportation Commission has been working the kinks out of TransLink, BART, which carries an average of 350,000 passengers each weekday, was creating its own reloadable fare card system called EZ Rider.

At one point, some of BART's board members suggested that the transit agency should stick with the EZ Rider card, and drop out of the regional effort to integrate TransLink into its system.

Although there is still discontent among some BART officials, the transit agency has said it remains committed to TransLink, which will be renamed Clipper this year.

"We hope our customers find that the Clipper card delivers on its promises of providing simple, seamless access to multiple transit systems across the Bay," BART spokesman Linton Johnson said.

Connecting the Bay Area

TransLink's goal is to provide a common payment utility for all Bay Area transit services.

The following transit providers are currently using TransLink:

- AC Transit
- BART
- Caltrain
- Golden Gate Transit

- Muni

Eventually, all of the following Bay Area transit agencies expected to accept TransLink:

- Alameda/Oakland Ferry
- American Canyon Transit
- Benicia Breeze
- Cloverdale Transit
- County Connection
- Dixon Transit
- Fairfield-Suisun Transit
- Healdsburg In-City Transit
- Petaluma Transit
- Rio Vista Delta Breeze
- SamTrans
- Santa Clara VTA
- Santa Rosa CityBus
- Sonoma County Transit
- Tri Delta Transit
- Union City Transit
- Vacaville City Coach
- Vallejo Transit
- VINE (Napa County)
- WestCAT
- WHEELS
- Yountville Shuttle

Source: Metropolitan Transportation Commission

Card-carrying riders

Facts and figures about TransLink:

44,250 Average weekday riders using TransLink in November

40,550 Average weekday riders using TransLink in October

9,450 TransLink holders using Muni

4,975 TransLink holders using BART

\$25 million Original projected cost of TransLink

\$408 million Current cost of TransLink

26 Transit agencies expected to eventually use TransLink

\$500,000 Estimated cost of changing the name from TransLink to Clipper

Source: Metropolitan Transportation Commission

Find this article at:

<http://www.sfexaminer.com/local/Rebranding-TransLink-80384712.html>

Check the box to include the list of links referenced in the article.



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Editorial: Study shows California's highways are a failure

MediaNews editorial

Posted: 12/23/2009 12:00:00 AM PST

IT'S NO SECRET to anyone who has driven in California that our state roads have deteriorated and congestion has worsened over the past couple of decades.

In a state that had among the best highway systems in the nation a generation ago, it is dismaying to read two recent studies about the current condition of our state highways.

The Road Information Program, a national research group, found the Bay Area's highway conditions and congestion to be the second worst in the nation, just behind those in Los Angeles.

The report said 83 percent of state highways in the San Francisco-Oakland area are in less than adequate condition, as are 61 percent of the highways in the San Jose area.

But the TRIP report was hardly the most unsettling. The Reason Foundation's 18th annual report on the nation's highways ranked California's state-controlled highways as the third worst in the country.

The foundation examined each of the 50 states' highway systems in a number of categories that assessed road conditions, congestion, cost efficiency, overall spending, administration costs and bridge conditions.

The findings were based on information gleaned from the states in 2007. California placed at or near the bottom in many categories.

Just over 16 percent of California's rural interstate highways are in poor condition, making us the worst state in the nation.

Even worse, 24.7 percent of the

state's urban interstate highways are in poor condition. That's more than four times the national average, making California the second worst state in that category. California also ranked dead last when it comes to urban interstate congestion.

The state fared better in the Reason report on bridge deficiencies, but was still way below the national average in percentage of bridges that need repair or replacement.

What makes the above findings even more worrisome is the fact that California spends more per mile on state-controlled roads than almost all other states.

The national average spending on bridges and capital improvements to highways is \$76,726 per mile, according to the foundation. California spends \$264,175 per mile, the third highest in the country. This state ranks 12th in spending per mile for maintenance.

We also spend an inordinate sum on administrative costs, ranking second. The national average is \$9,705 per highway mile. California spends \$62,640 per mile on administration.

Overall, this state spends \$455,529 per state-controlled highway mile, more than three times the national average of \$134,535, and more than all but three other states.

Clearly, for too many years, California has not invested nearly enough in its highway system. Federal stimulus money can help in some areas, but it is not a long-term solution, nor is it nearly enough money.

As the state recovers from the recession, greater attention must be made to our highways. But increasing highway budgets is not enough. There has to be far greater efficiency as to how the funds are spent.

California cannot afford to be among the worst states in effectively spending on highways, regardless of how much revenue it has, if we are ever to make real progress on improving our most important transportation system.

Contact:
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Bay Area Economy Finally Hits Bottom, According to Bay Area Council Survey

*Business Confidence Index rises into positive territory for the first time in two years
Executives see national economy leading the Region in the recovery*

SAN FRANCISCO, December 3, 2009 — Today the Bay Area Council announced that business confidence among Bay Area business leaders has hit bottom and may move into positive territory for the first time since the summer of 2007, according to results of its quarterly *Business Confidence Survey*. The business confidence index – the number that distills the survey findings – registered at 53 out of 100, rising 6 points since the last reading. A reading over 50 signals a positive economic direction and below 50 is negative.

“It looks like we have finally hit rock bottom and are now looking up,” said Jim Wunderman, President and CEO of the Bay Area Council. “This shift into positive territory shows that a majority of respondents – albeit a slight one – are looking down the road and finally seeing a turn for the better. Unfortunately, a healthy percentage predict the same or worse conditions ahead.”

The *Survey* responses of the 475 CEO’s and top executives in the nine Bay Area counties surveyed between November 2-19, 2009, predict the Bay Area will lag behind the national economy in the recovery. Indeed, 52 percent of respondents think that national economic conditions are better than they were six months ago, 28 percent think conditions have been stable and 20 percent feel conditions have worsened. This is in sharp contrast to their opinions of the Bay Area’s economic conditions where only 33 percent of business leaders saw improvement in the region’s economy compared to six months ago, 39 percent saw no change, and 28 percent think conditions are worse.

Looking ahead, respondents show increased optimism in the Bay Area’s economy. Forty-seven percent of Bay Area business leaders expect the Bay Area’s economy to improve over the next six months, 37 percent expect no change and 15 percent expect conditions to worsen. This shows a vast improvement in confidence compared to this time last year when 52 percent of executives expected economic conditions to worsen in the Bay Area, 25 percent expected no change and 23 percent expected improvement.

“At this point, the new found optimism does not appear to be translating into new jobs,” said Jim Wunderman. “The business leaders are becoming more confident in the economy, but are not yet willing to bet jobs on it.”

Layoffs outweigh hires in almost every corner of the Bay Area, the *Survey* shows. Overall, 23 percent of respondents expect to see their workforce decrease over the next six months, while 18 percent expect an increase and 56 percent expect no change. The hardest hit area, jobs-wise, appears to be Contra Costa and Solano counties where 35 percent expect workforce decreases, only eight percent expect to see increases and 53 percent expect to hold steady. The Bay Area county with the best job outlook this quarter appears to be San Mateo where layoffs and hires are equal. Indeed, 14 percent expect decreases in their workforce, 14 percent expect increases, and 64 percent expect no change.

Larger Bay Area companies seem to be suffering the most in this downturn. Fully, 40 percent of companies with 1,000 or more Bay Area employees are cutting local workers, while 11 percent are hiring. Yet, the smaller the Bay Area workforce, the less likely a company is to see layoffs. Indeed, 21 percent of companies with less than 500 workers plan reductions and 18 percent are actually planning increases.

Construction and transportation – perhaps the hardest hit sectors in the Bay Area – may significantly rebound, according to the *Survey*. Thirty-four percent of construction and transportation executives surveyed expect their workforce to increase over the next six months while only 14 percent expect layoffs. Fifty-two percent expect no change. Information technology professionals are also expecting positive job growth. Twenty-one percent are expecting to increase their workforce, 11 percent are planning decreases and 62 percent expect to hold steady.

On the other side of the spectrum, respondents from the retail and government sectors expect more layoffs. Of all retail executives surveyed, 40 percent expect to see layoffs in their companies, zero percent expect to hire and 53 percent expect no change to their workforce. Forty-one percent of government respondents expect decreases, eight percent expect increase and 48 percent expect no change.

“While I’m heartened to see increased optimism, it is not yet time to celebrate,” said Lenny Mendonca, Director at McKinsey & Company and Chairman Emeritus of the Bay Area Council. “The Bay Area continues to stagger under the weight of this world-wide economic downturn with job loss and the state’s budget woes continuing to impede business confidence.”

#

Bay Area Business Confidence Survey

The Bay Area Council developed the Bay Area Business Confidence Survey to measure employer expectations of the Bay Area economy. The confidential survey of Bay Area business executives is conducted quarterly by EMC Research. All members in the database were invited to participate through e-mail and the Internet. The Survey results are weighted to reflect the approximate percentage of employees in each Bay Area county.

Bay Area Council

Founded in 1945, the Bay Area Council (www.bayareacouncil.org) develops and drives regional public policy initiatives and researches critical infrastructure issues. Led by CEOs, the Bay Area Council presents a strong, united voice for hundreds of major employers throughout the Bay Area region whom employ more than 500,000 workers, or 1 of every six private sector employees in the Bay Area.

McKinsey & Company

McKinsey & Company (www.mckinsey.com) is an international management consulting firm that helps leading corporations and organizations make substantial and lasting improvements in their performance. With approximately 6,000 consultants deployed from eighty-two offices in forty-three countries, McKinsey has expertise on strategic, operational and technological issues.

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